MANCHURIA

CHOSEN (KOREA)

SOUTH MANCHURIA RAILWAY

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SOUTH MANCHURIA RAILWAY

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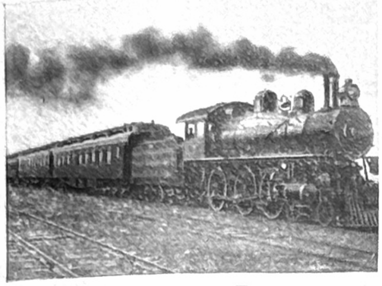
CONDENSED SERVICE NOTES
South Manchuria Railway Company
Manchuria and Chosen (Korea)


The Manchurian Express

Crossing the Hun-Ho near Mukden

Train Service

*Dairen—Changchun
Fusan—Mukden ....Through train Twice a day
Fusan—Nandaimon (Seoul)....Express train Once a day
* Express train during summer months: 15-hour schedule

Connections

At Fusan ...... Fusan-Shimonoseki Ferry Service (for Japanese Government Railways)
At Changchun..Chinese Eastern Railway (for the Trans-Siberian Route)
Kirin-Changchun Line of the Chinese Government Railway
At Mukden .... Peking-Mukden Line of the Chinese Government Railway

Steamer Service

Steamers: *Sakaki Maru* (3,402 tons) *Kobe Maru* (2,923 tons)
Sailings: Dairen-Tsingtao-Shanghai............Twice a week
Dairen-Shimonoseki-Kobe............Twice a week

Lo-Chiao-Tzu, the primitive Chinese carriage

A Manchu peddler in town for the day

HOTELS

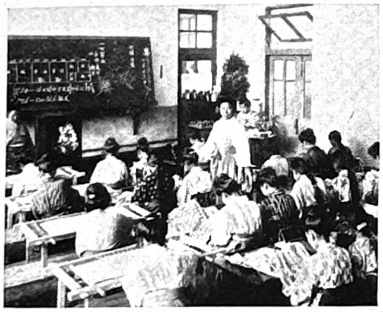
In Manchuria:
Yamato Hotels: Dairen, Hoshigaura, Port Arthur, Mukden, Changchun
In Chosen (Korea):
Chosen Hotel: Keijo (Seoul) *Station Hotels:* Fusan, Shingishu
In Kongosan: Onseiri and Choanji (open only July to October)

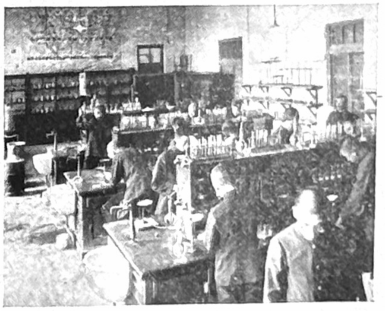
* * *

Distances Between Leading Cities

Tokyo to Dairen (by steamer)	72 hours
Tokyo to Dairen (via Mukden)	84 “
Dairen to Port Arthur	1 “
*Dairen to Mukden	12 “
Mukden to Antung	8 “
*Mukden to Changchun	9 “
Changchun to Harbin (via the Chinese Eastern Railway)	9 “
Antung to Seoul	11 “
Seoul to Fusan	10 “
Fusan to Shimonoseki (via the Japanese Government ferry-steamer service)	11 “
Shimonoseki to Tokyo	25 “

* Through train, Dairen to Changchun, 19 hours; Express train, summer schedule, 15 hours.


Embroidery class, girls' school, Mukden. (S. M. R. Co.)


Laboratory, Industrial School, (S. M. R. Co.), Dairen

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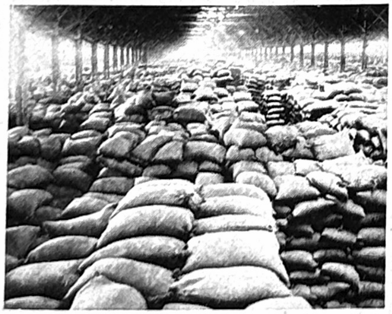
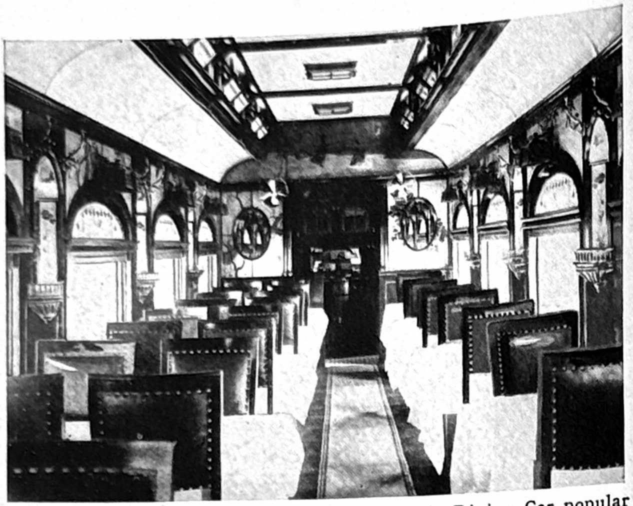
INFORMATION FOR TRAVELERS

American travelers planning a trip to Manchuria are requested to communicate with the American Representative of the South Manchuria Railway Company, Mr. Yozo Tamura, 111 Broadway, New York, who will gladly give all necessary travel information.

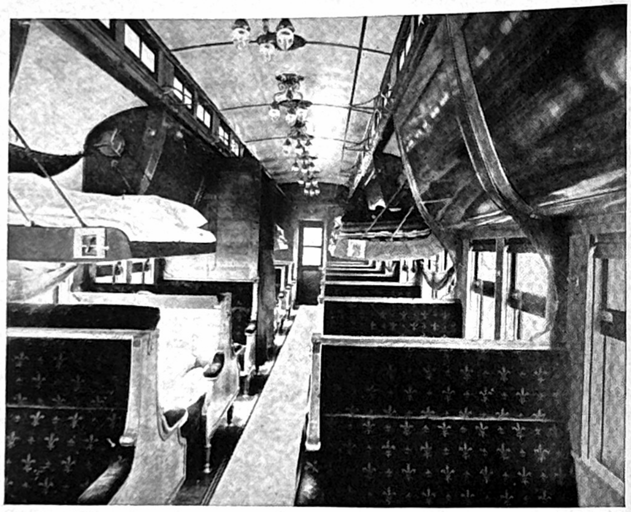
The various Tourist Agencies and Trans-Pacific steamship companies also have travel service bureaus for the convenience of intending travelers.


Acres of beans in the Dairen warehouses

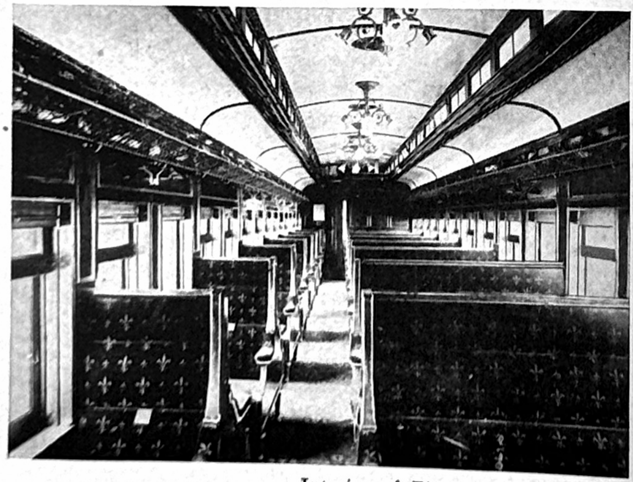
Branch of the Yamato Hotel, Hoshigaura (Star Beach)



A small bar makes this Dining Car popular



Interior of S. M. R. Pullman Sleeping Car



Interior of First Class Day Coach

The Hot Springs of Manchuria

When one gets even the slightest way off the beaten track in Manchuria one finds unexpected gems of scenic beauty. Take the three most famous Hot Springs for example. Two of these are cradled in magnificent mountain regions and are, perhaps, the most romantically beautiful of all the resorts in North China. Railway communication is direct in each case, and good hotels are provided.

The Hot Spring nearest Dairen is at Hsiungyochen on the banks of the River Hsiungyo, where, if a hole is bored in the river bed, a thermal spring bubbles up. On the sandy banks of the river also it is only necessary to scoop out a hole at any spot to obtain a hot-spring bath. The hot sand baths are also credited with curative powers. A good hotel is situated at Hsiungyochen.

* * *

The visitor to the Anshan Steel Works should include in his plans a short stay at the Hot Springs of Tang-kang-tzu, where it is said the soldiers of the Emperor Tai-tsung (627–650 A. D.) dressed their wounds during a war. Amid majestic surroundings these ancient healing springs have been developed, and modern facilities for enjoying them and their curative powers have been added until a delightful spa greets the tourist. Swimming pools and tennis courts are also an attraction. An excellent hotel is located here.

* * *

On the Mukden-Antung Branch of the SOUTH MANCHURIA RAILWAY are the Hot Mineral Springs at Wu-lung-pei. The traveler may either stop over here on his way to Antung, or make a little excursion any day to the Springs from that city. These Hot Springs, which have been so efficacious in reducing rheumatism, were discovered by the Japanese during the Russo-Japanese war. The spa is near a stream in a charming valley, and the many peaceful rice fields stretching out from the little town give the place more a look of Japan than of China. The mountain resort offers comfortable accommodations at a really good hotel.

In the case of all these Hot Springs the waters have been analyzed and certified by the General Laboratory of the SOUTH MANCHURIA RAILWAY COMPANY.

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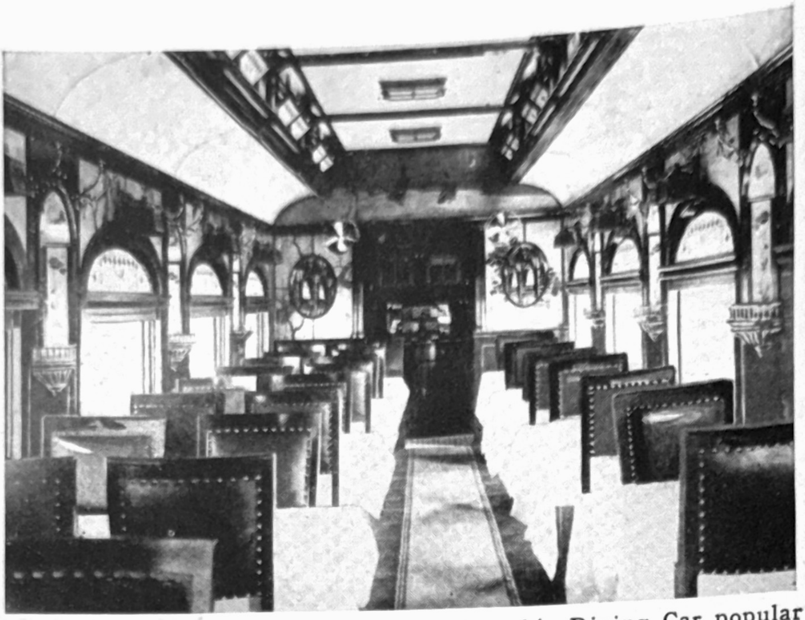
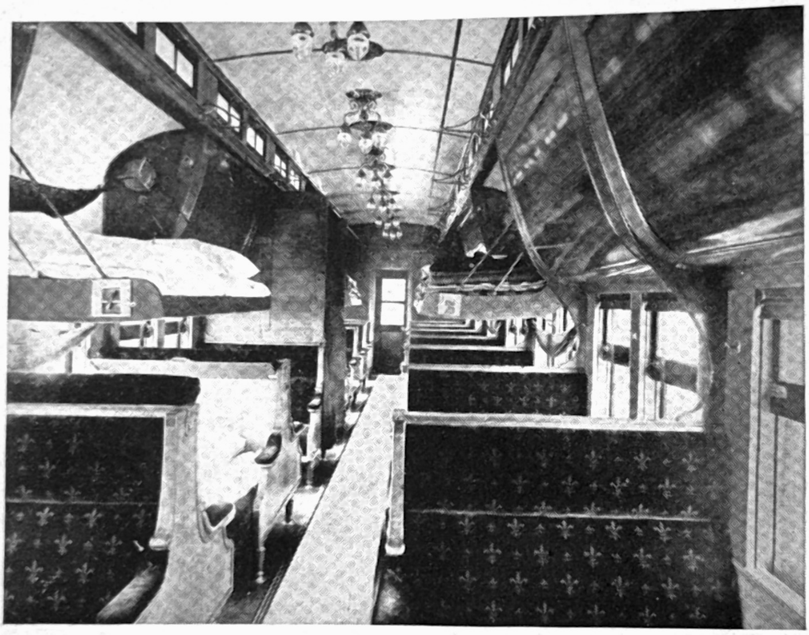
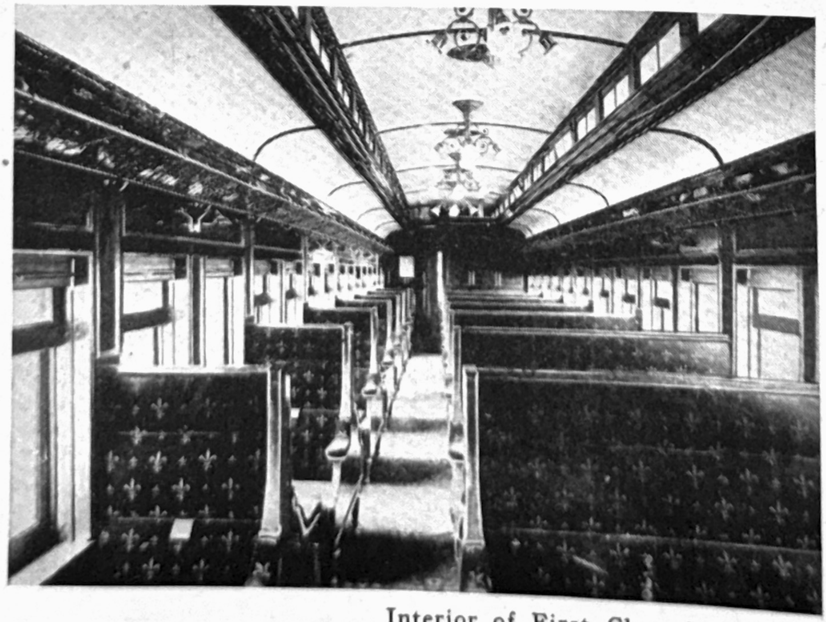
In the Kwantung Leased Territory and in the SOUTH MANCHURIA RAILWAY Zone the Postal and Telegraph services are conducted by the Japanese. In other parts of Manchuria either the Russians or the Chinese take charge of these matters.



A small bar makes this Dining Car popular



Interior of S. M. R. Pullman Sleeping Car



Interior of First Class Day Coach

America. In every respect the Company conducts its transportation service on accommodating, luxurious and efficient lines. At many of the depots along the road good buffets are to be found. Short visits to these stations and to their immediate neighborhoods form interesting breaks along the way. It is a strange, modern note to hear the shriek of these American locomotives in the depths of this Far Eastern country.

The Guaranty Trust Company of New York, in a booklet on "Trading with China," says:

> "The South Manchurian Express is the finest train in the Far East. The appointments of this train are not excelled anywhere."

Romantic Hoshigaura

A little ride of 45 minutes by electric tramway from Dairen, or 20 minutes in a motor along a magnificent new road, and one is at Hoshigaura, or Star Beach, a place of poignant beauty and peace. Hoshigaura is one of the finest seaside resorts of North China, and is part of the development plan of this great railway. Here, on a crescent beach, one may bathe in translucent water, tennis may be played on perfect courts, and all the health-giving pleasures of a seashore holiday are at hand. A sporty nine-hole golf course attracts many visitors, and tea-houses overlooking the water, are pleasing places from which to watch the picturesque fishing boats.

A branch of the Yamato Hotel in Dairen is maintained here, with excellent service and cuisine. Cottages or bungalows, either of European model or of the picturesque native mode, may be leased.

The comfort of modern facilities makes the place seem like some spot along the Massachusetts or Long Island shore; and yet the Oriental atmosphere abounds. It may be found in plenty in the Chinese and Japanese fishing settlements which are part of Star Beach. Added to these, exquisite gardens and shrines afford the visitor from the West many interesting hours.

* * *

Along the whole length of the SOUTH MANCHURIA RAILWAY, on the trains, in the hotels, at the stations, and at all public buildings and points of interest, the tourist will find English spoken, making the details and attendant arrangements of travel a matter of easy accomplishment.

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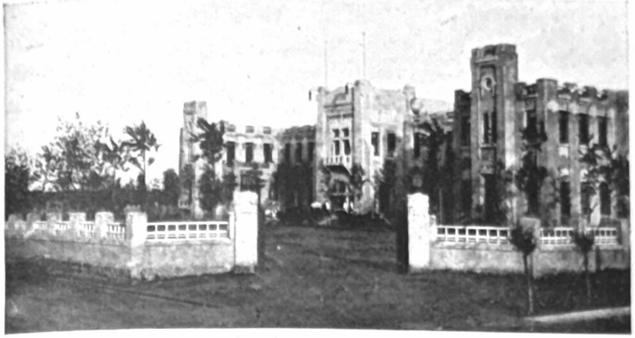
Stock-farms are springing up in South Manchuria, and the Chinese cowboys are taking lessons from men who have "round-up" cattle on the Western plains of the United States.



Distinctly picturesque is the Yamato Hotel at Changchun

Dining nooks, roof-garden at Dairen

Scene in roof-garden, Yamato Hotel, Dairen

A honeymoon cottage (Japanese style) Hoshigaura

The modern, luxurious Yamato Hotel at Dairen

Corner of lobby, Yamato Hotel, Dairen

Billiard room, Yamato Hotel, Dairen

A corner of the roof-garden, Yamato Hotel, Dairen

Hotels of Individuality

Perhaps nowhere is the careful study and application of modern methods by the South Manchuria Railway Company more conspicuous than in its provision of hotel establishments throughout Manchuria and Chosen (Korea). The Yamato Hotels are found at Dairen, Hoshigaura, Port Arthur, Mukden and Changchun. In Seoul, the South Manchuria Railway hotel, the Chosen Hotel, is the best in the Korean Peninsula. Besides these, there are minor hotels in Kongosan and excellent station hotel service at Fusan and Shingishu.

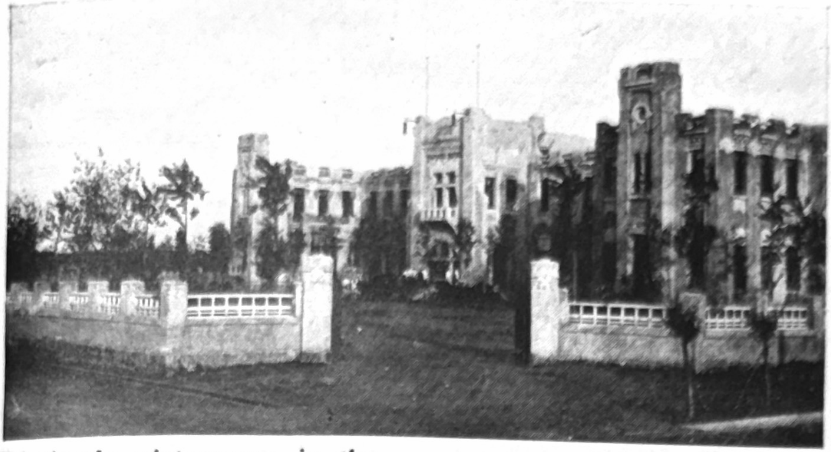
These hotels are modern in every detail. The cuisine is European and unexcelled. To some, roof gardens of great beauty have been added. Billiards and pool are provided for guests in many of the hotels. Courteous service is to be found and English is spoken. Porters from the Yamato and Chosen hotels meet every train of the South Manchuria Railway.

Motors, carriages, 'rikshas are also provided for the guests, and everything is done to add to the comfort and enjoyment of the traveler. The South Manchuria Railway Company studied hotel making and management in the United States.

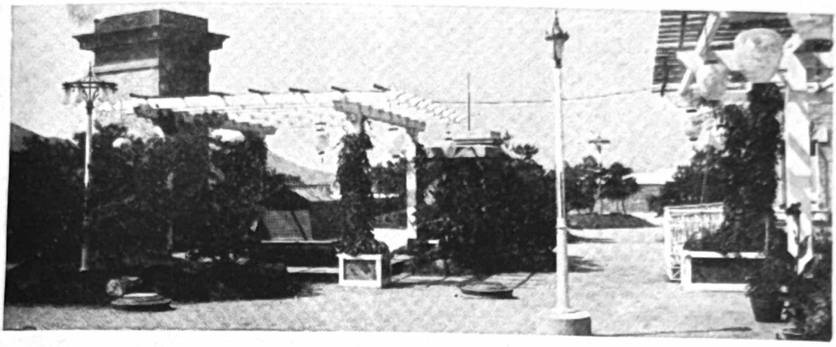
"The Finest Train in the Far East"

A great American locomotive and a train of superb American coaches! These going at express speed over American-made rails! That does not sound much like travel in the Far East, does it? Still, that is what the South Manchuria Railway Company offers you. Comfortably aboard one of these trains, you can go flying through the alluring Orient. The old cities and towns of Manchuria and Chosen (Korea), are each a place of mystic enchantment, and palpitating native life crowds right up to your window, while you sit within surrounded by every comfort to which you are accustomed as an American traveler. The trains are equipped and run according to American standards as are also the modern and luxurious hotels maintained by this Company throughout Manchuria and Chosen (Korea).

The dining cars used by this road provide not only an excellent cuisine but also boast a small bar. The sleeping cars are the standard Pullman type used in the United States, including compartment cars. The observation cars are much in use and furnish an excellent means of viewing the country. The rails used by this road are practically the same standard rails as are used by the New York Central Railroad in



Distinctly picturesque is the Yamato Hotel at Changchun



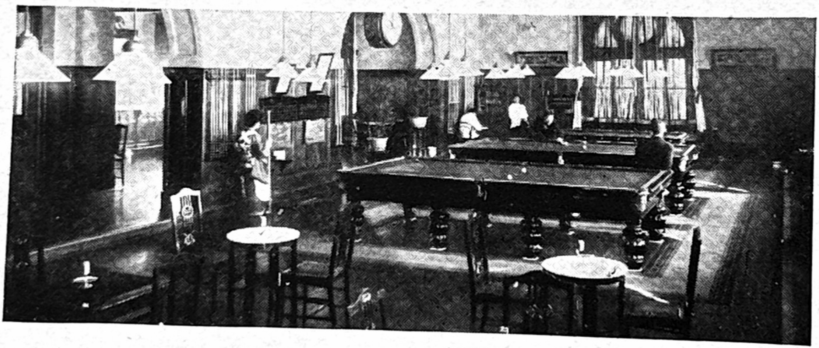
Dining nooks, roof-garden at Dairen

Scene in roof-garden, Yamato Hotel, Dairen

A honeymoon cottage (Japanese style) Hoshigaura

The modern, luxurious Yamato Hotel at Dairen

Corner of lobby, Yamato Hotel, Dairen



Billiard room, Yamato Hotel, Dairen

A corner of the roof-garden, Yamato Hotel, Dairen

reach, will provide for an annual production of one million tons. At present two blast furnaces have been completed and are now in operation.

The realization of this great plan will make the Anshan production the future source of the Far Eastern steel supply. Connected with these huge steel works is the settlement for workers which has been built and is maintained by the SOUTH MANCHURIA RAILWAY COMPANY. This settlement is worked out with all consideration for the worker's comfort, hygiene, health, education and recreation.

Tiehling—and Its Eight Enchantments

Tiehling is the largest city between Changchun and Mukden. It is a place well worth visiting not only on account of its musical name, which recalls the many temple bells heard on the journey through Manchuria, but because of its bountiful picturesqueness. The city is surrounded by a magnificent brick wall built in 1393, and to the east and west flow two beautiful rivers upon which innumerable junks, white-sailed and typical of China, ply up and down.

The Chinese have a quaint custom of selecting eight points of special distinction from some famous district and singing their praises. Those chosen for Tiehling and its environs are:

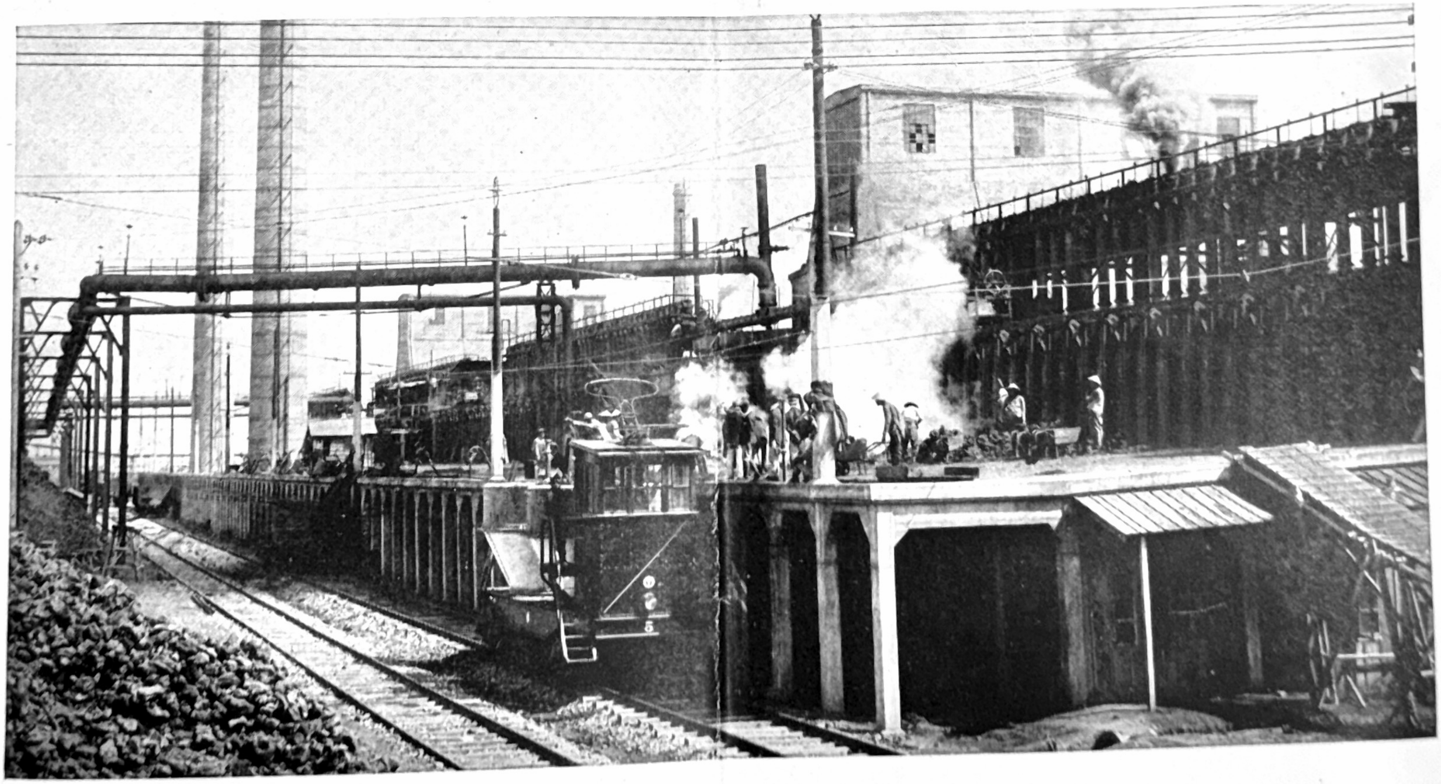
The morning mist over the villages;
The evening ferry at the Chai-ho
  (one of Tiehling's rivers);
The hoisted sails of Peng-tu;
Autumn on Lung-shou
  (where a temple and a tower crown a hill);
The full moon on Lake Yuan-hu;
The snow-capped woods of the Mao-feng
  (many gorgeous mountains are to be seen near Tiehling);
The floating clouds of Pai-ta;
The snows of Hung-ai.

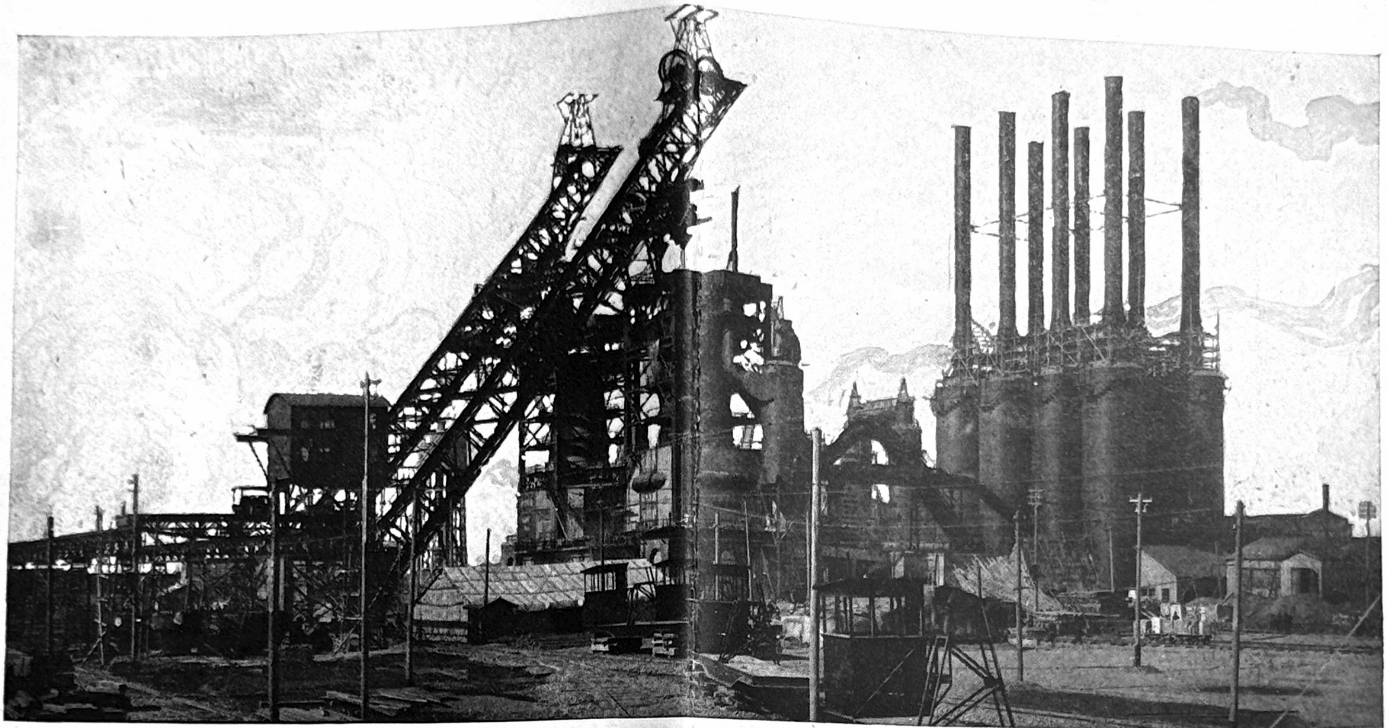
Besides these, picked out by Tiehling's ancient advertising men, we recommend particularly a visit to the Temple of Yuan-Tung-szu, built, some say, about the year 890. Within the temple compound stands a gleaming white tower, thirteen stories high. Owing largely to the various undertakings and development of the SOUTH MANCHURIA RAILWAY COMPANY, Tiehling is developing rapidly.

* * *

Of interest to women tourists are the shops in Mukden and the neighboring district which produce gold and silver ornaments such as rings, chains, chased bibelots, hair ornaments, bracelets, necklaces, etc.

Coke ovens at the Anshan Steel Works, one of the great industries of the S. M. R. Co.





The Anshan Steel Works, an S. M. R. industry, is being developed as the future source of the Orient's steel supply

the brilliancy and enchantment of age-old China.

In the modern Japanese section of this fascinating city is situated the Yamato Hotel, looking for all the world like an old English castle. The hotel is part of the SOUTH MANCHURIA RAILWAY system. Then there is the Russian Quarter, with its bizarre mingling of Slav and Oriental. But the most foreign of all is the old native section.

Changchun is the "melting pot" of Manchuria. Chinese, Japanese, Russians and Europeans mingle in amity and lend to the place that interest which is found only in cities, big or little, whose doors are open to the traveler, whether on business bent or whether he has come simply "the wide world for to see."

One may drive out to the old walled town in a droshky, or motor, or 'riksha; past the Lama Temple, under the old gateway and into the narrow, busy, banner-hung streets. Houses, stores, wineshops, many without a front wall, so that the real Manchurian life is there for you to see as though it were being acted out on so many little stages.

Much interest centers around the Mongol horse fair which attracts many people to this city. Besides Japanese, Lamaist and Mohammedan Temples, there are various Christian mission houses all of which are vastly entertaining to visit. Also the Chinese theatres in the Old Walled Town are places of enchantment to the traveler. The hospitals, schools, broad avenues and clubs of the new section in the Railway Zone of the SOUTH MANCHURIA RAILWAY COMPANY surprise and please the visitor to this Far Eastern city.

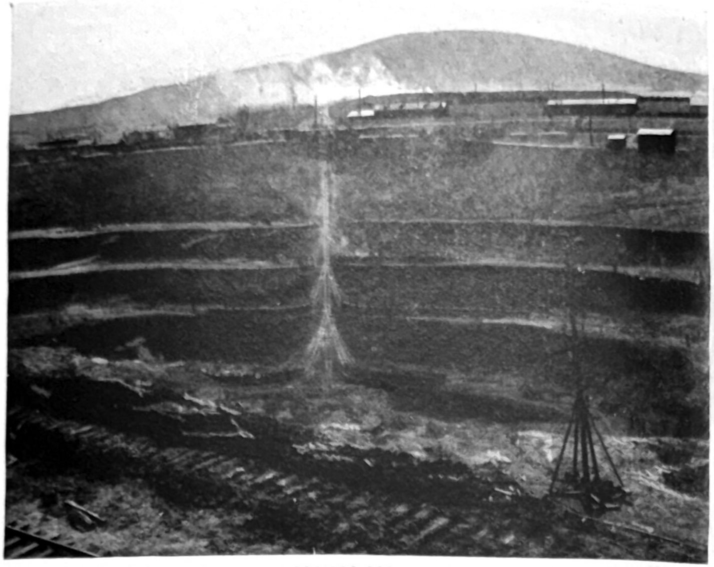
From Changchun connections may be made via the Chinese Eastern Railway to Harbin, and via the Kirin-Changchun Line to Kirin. Southward, one may go direct from Changchun to Dairen, thence by steamer to Shanghai; or, changing at Mukden the traveler may go straight into Chosen (Korea), to Seoul; or beyond that, to Fusan, where the ferry-steamer service connects him with Shimonoseki, from where he may make a choice of which city in Japan he wishes to go to—Nagasaki, Osaka, Yokohama, Tokio or any other spot that his heart may long to know.

ANSHAN STEEL WORKS

The Future Source of the Far Eastern Steel Supply

The Anshan Steel Works are another great industry of the SOUTH MANCHURIA RAILWAY COMPANY. These steel works utilize extensive mines of serviceable ore in the vicinity of Anshan station. The mining districts contain several thousand million tons of ore.

A carefully worked out program has been formulated whereby the development is to take place in stages. The first stage, which it is hoped soon to



Estimated coal reserves are 1,200,000,000 tons

The richest coal deposits East of Suez

The Railway that Goes in for Research Work

Research Laboratories are not the purely scientific things that they seem, attracting and interesting only investigating minds. The laboratories and experiment stations maintained by the South Manchuria Railway Company are intensely human and interpret vividly the industrial pursuits and interests of a progressive people.

We find in these laboratories investigations and research applied to such things as dyeing and weaving, silk filature, ceramic art, methods for manufacturing salt, glass, pulp for paper from Kaoliang stalks; the analyses of coal and iron ores, experiments in the potentialities of the Soya bean-products and so on. A quick survey of these laboratories, the most important of which is at Dairen, is like a glimpse under a microscope of the rich possibilities of this wonderful land.

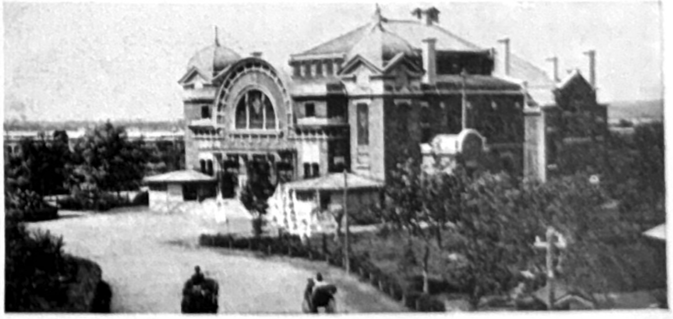
The big experimental station at Kung-Chu-Ling has been greatly instrumental in bringing modern methods to the attention of the Chinese farmer. Agricultural reforms are necessarily slow in Manchuria, but this big station is proving enthusiastically that two ears of corn can be made to grow where only one grew before —and better corn at that.

Through the Gateways of Changchun

When you alight at the station at the northern terminus of the South Manchuria Railway at the junction of three important railroads, you will find Changchun—a city of myriad charms. Several years ago it was but a small market town; now it is one of the chief centers of trade and interest in South Manchuria. It lies in a fertile valley and boasts, as do nearly all of the cities along this railway, a New Town developed and administered by the Japanese officials of the South Manchuria Railway Company, and an Old Town preserving in every detail

An official residence at the Fushun Colliery

S. M. R. Auditorium at the Fushun Colliery



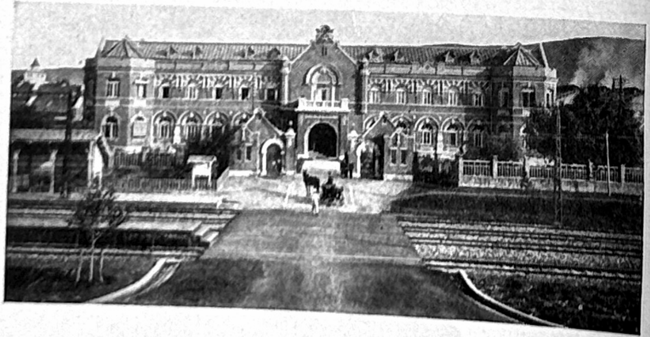
View of famous "open cut" at Fushun Colliery

"foreignness"; but the romance of a prodigious enterprise surrounds Dairen when one thinks that where this fair city now stands was, barely a generation ago, a waste land of desolation and silence.

The harbor development of Dairen is an interesting and significant piece of engineering. It is free from ice all the year round. The roadstead is an excellent one and the water deep enough to allow of the largest steamers coming into the Inner Harbor at all times. Wharves have been developed with remarkable care and speed. Dairen is a free port. Three thousand vessels arrived in Dairen last year and the direct trade between the United States and Dairen in 1919 exceeded $38,000,000. The total trade of the port in 1919 was $360,000,000.

Dairen has established direct communication with the ports of the world, including Seattle and San Francisco in the United States, and it is third in the order of China's custom ports. A line of steamers, owned and managed by the South Manchuria Railway Company, runs from Dairen to Shanghai and from Dairen to Tsingtao. Fast communication by rail may be made from Dairen to Tientsin, Peking, Shanghai, Mukden, Changchun, Seoul and also to Japan proper by rail and steamer.

Main executive office building at the Fushun Colliery



Present daily output is over 10,000 tons

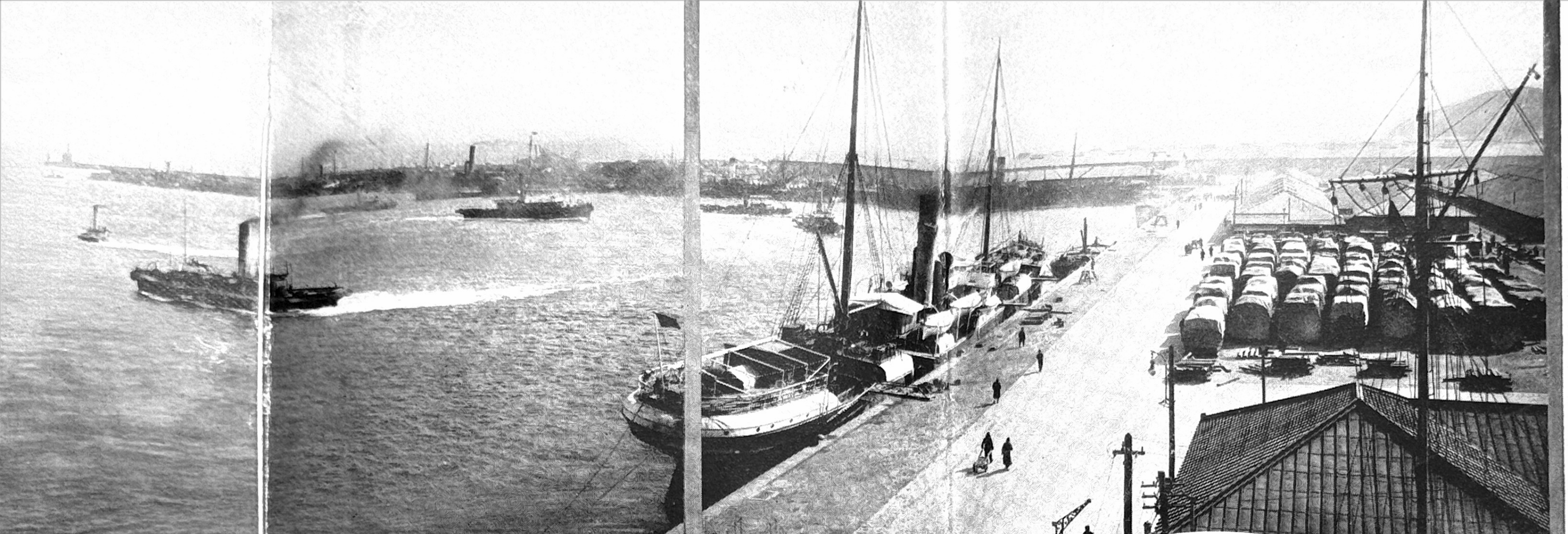
The Famous Fushun Colliery

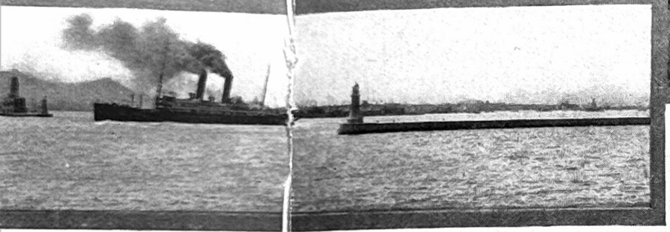
The Fushun coal mines, about twenty-two miles southeast of Mukden constitute one of the most valuable assets of the South Manchuria Railway Company. These mines are remarkable for the thickness of their seams which average 150 feet, and at their greatest width are 400 feet thick. A conservative estimate puts the potential output of these mines at 1,200,000,000 tons.

The daily output at present is more than 10,000 tons. The output is soon to be increased to 6,000,000 tons a year. An open cut is being developed and mining will be carried forward on a much larger scale. They are the largest mines east of Suez.

To foreign visitors at the Fushun Colliery, the "Fushun Colliery Club" extends every hospitality.

Relief crew at the Fushun Colliery, ready for an emergency





ghthouses mark the entrance from the Outer to the Inner Harbor
re magnificent wharves welcome ships to the Port of Dairen

Ohhiroba Plaza, a garden spot in Dairen

ren, the Key to Manchuria

e Liaotung Penin-
Kwantung Leased
which owe their
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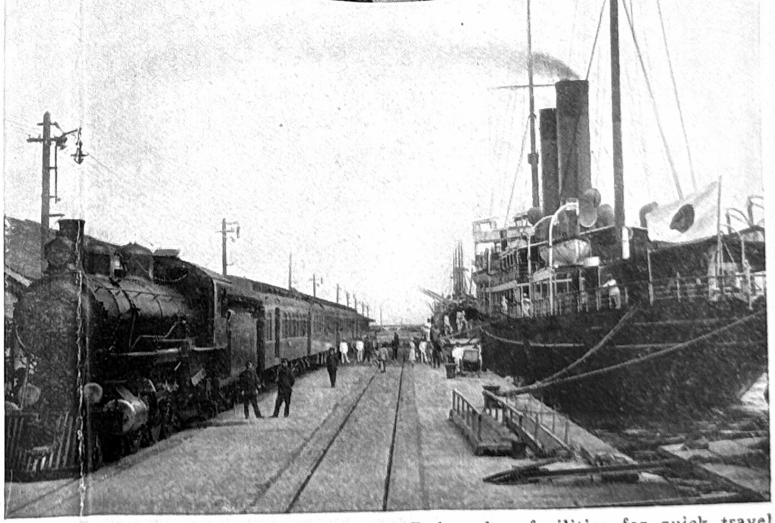
v you lies a city

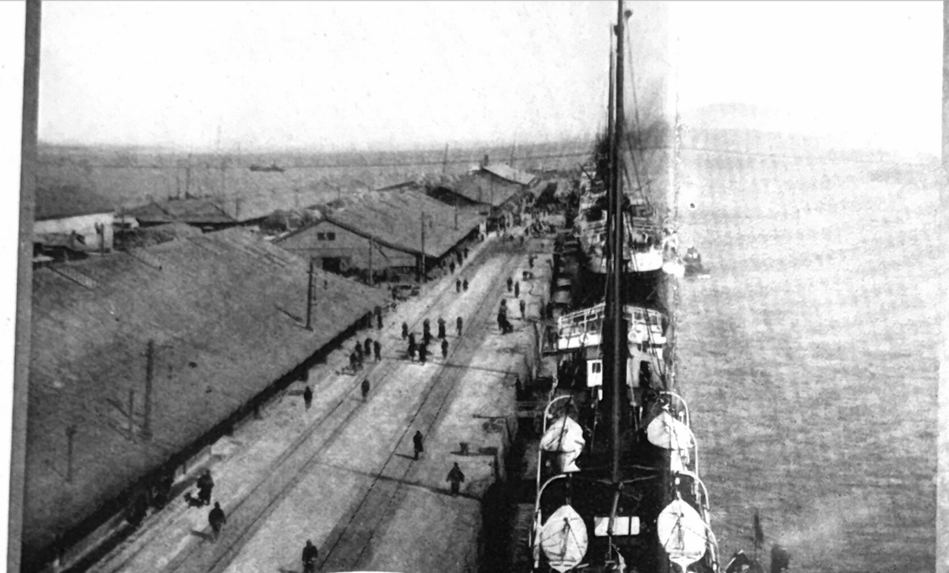
with an amazing story—begun by the Russians when they started to put a railroad through South Manchuria, and then abandoned by them during the Russian-Japanese war, when they retreated to Port Arthur. Through the work of the South Manchuria Railway Company, Dairen, on the Yellow Sea, has been made one of the foremost commercial ports in the Far East.

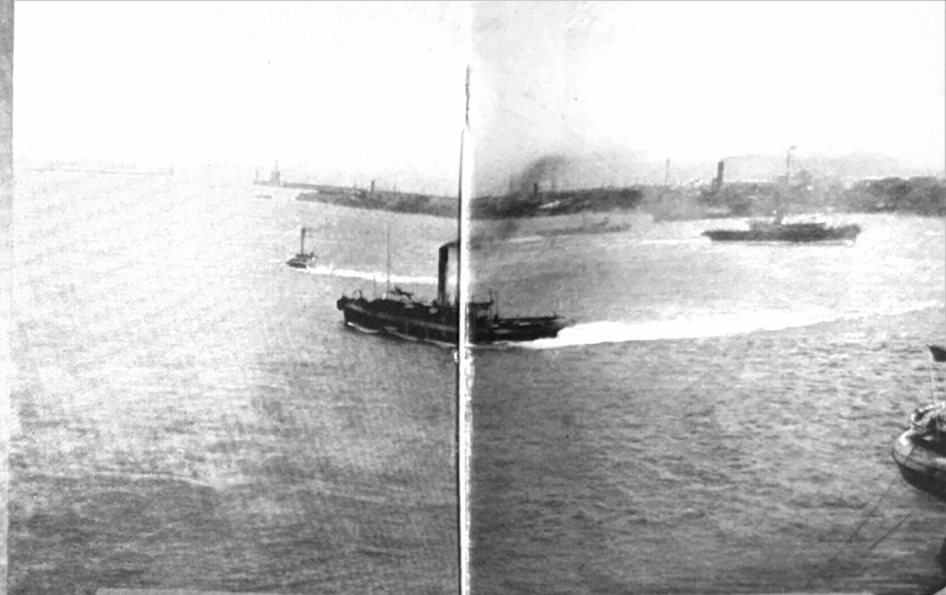
It offers a wide range of pleasurable opportunities to the traveler, with its clubs, its beautiful boulevards, its parks and its fine hotels, particularly the Yamato Hotel.

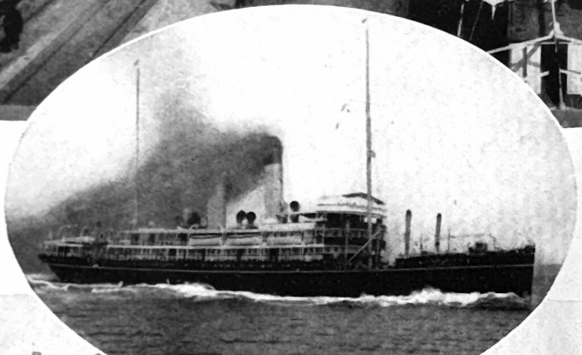
In fact, regarding it from every point of view, Dairen is the most modern city of the Far East. The modern European note has crept in as part of the development work of the South Manchuria Railway Company. Other places in the Orient claim distinction and charm from their antiquity and



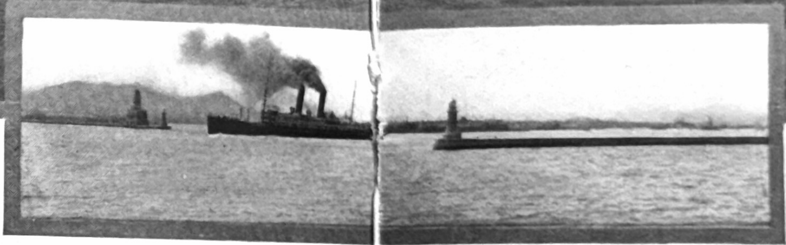
Dairen has facilities for quick travel connections between steamer and train



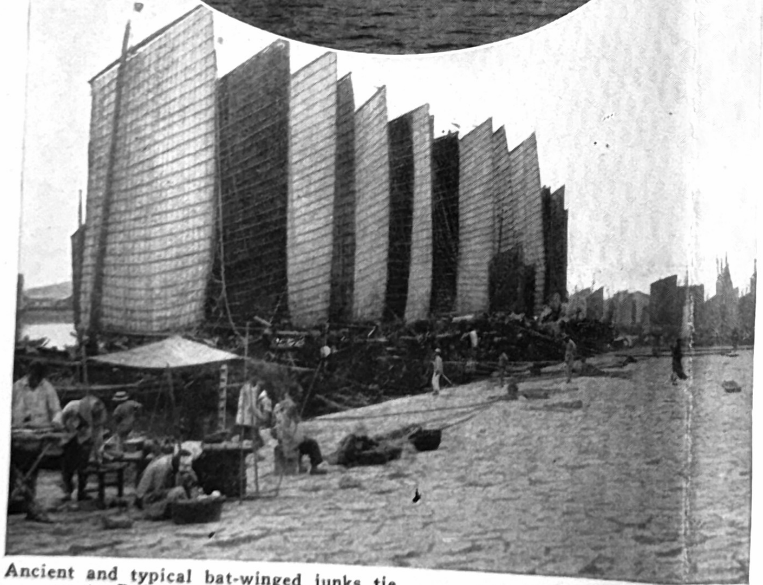




"Sakaki-Maru," an S. M. R. Dairen-Shanghai Liner



Two lighthouses mark the entrance from the Outer to the Inner Harbor where magnificent wharves welcome ships to the Port of Dairen



Ancient and typical bat-winged junks tie up to Dairen's modern wharves

Dairen, the Key to Manchuria

At the extreme southern end of the Liaotung Peninsula, in a district known as the Kwantung Leased Territory, are two important cities which owe their beginnings to the ambitions of the last Czar of Russia. These are Port Arthur, on the eastern shore of the Peninsula, and Dairen on the western. The distance between these two places is less than thirty-eight miles.

Imagine yourself in Dairen—the southern terminus of the South Manchuria Railway. You are staying at the Yamato Hotel, one of the chain of hotels conducted throughout Manchuria and Chosen (Korea), by the South Manchuria Railway Company. Now—picture yourself in the beautiful roof-garden topping this hotel. Streams and waterfalls, and alluring islands and flowered knolls! In fact, the place is the ultimate word in Japanese gardening!

Look over the parapet of the hotel roof, and take a quick, wide view of Dairen. Below you lies a city

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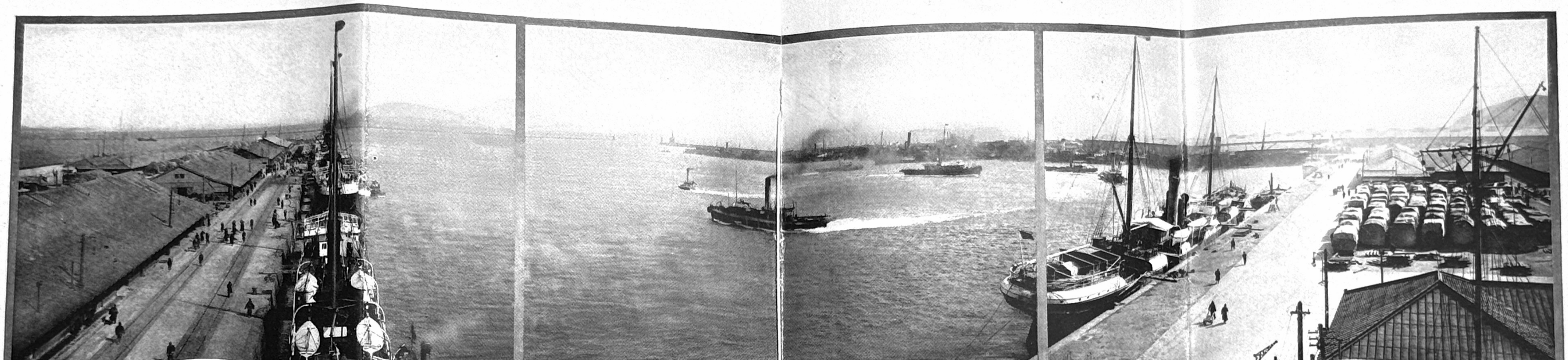
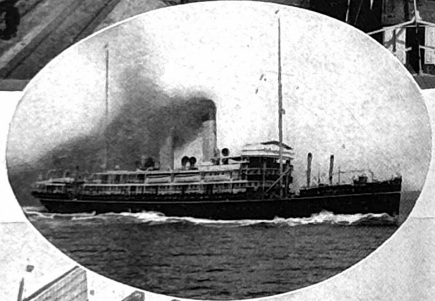
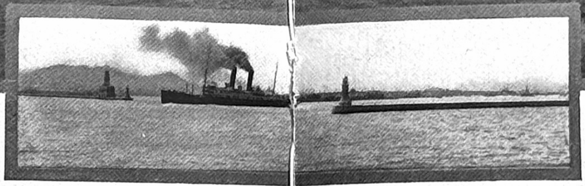


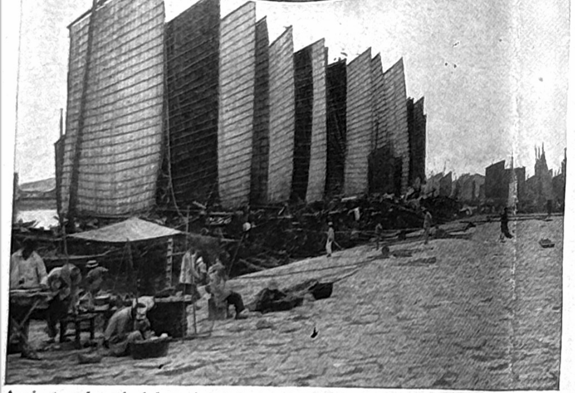


"Sakaki-Maru," an S. M. R. Dairen-Shanghai Liner



Two lighthouses mark the entrance from the Outer to the Inner Harbor where magnificent wharves welcome ships to the Port of Dairen

Ohhiroba Plaza, a garden spot in Dairen



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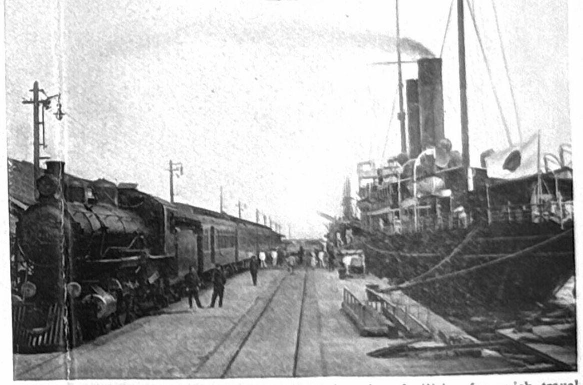
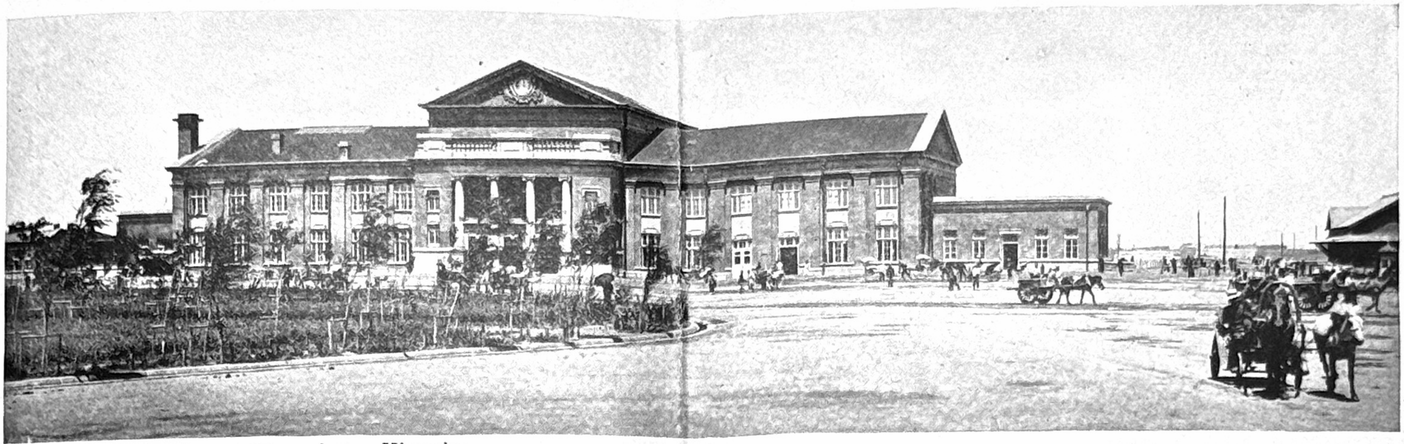
Look over the parapet of the hotel roof, and take a quick, wide view of Dairen. Below you lies a city with an amazing story—begun by the Russians when they started to put a railroad through South Manchuria, and then abandoned by them during the Russian-Japanese war, when they retreated to Port Arthur. Through the work of the South Manchuria Railway Company, Dairen, on the Yellow Sea, has been made one of the foremost commercial ports in the Far East.

It offers a wide range of pleasurable opportunities to the traveler, with its clubs, its beautiful boulevards, its parks and its fine hotels, particularly the Yamato Hotel.

In fact, regarding it from every point of view, Dairen is the most modern city of the Far East. The modern European note has crept in as part of the development work of the South Manchuria Railway Company. Other places in the Orient claim distinction and charm from their antiquity and



Dairen has facilities for quick travel connections between steamer and train



The S. M. R. Station at Changchun. Victorias, 'rikshas, Peking carts and droshkies tell the traveler that this is the "Melting Pot" of Manchuria

MANCHURIA RAILWAY COMPANY operates steel works, collieries, water works, electric plants, gas works, building projects, laboratories, and experiment stations. City building and administration are also part of the Railway's work. Schools, hospitals, hotels, banks, clubs, bureaus, etc., etc., though seemingly a colossal undertaking have all justified themselves by their splendid results.

Wherever any of these outside enterprises are thoroughly established—and not in need of the paternal hand of the Railway—they are turned over to other companies for operation, for it is by such independent and ultimately competitive activities that the SOUTH MANCHURIA RAILWAY COMPANY believes Manchuria will be best developed.

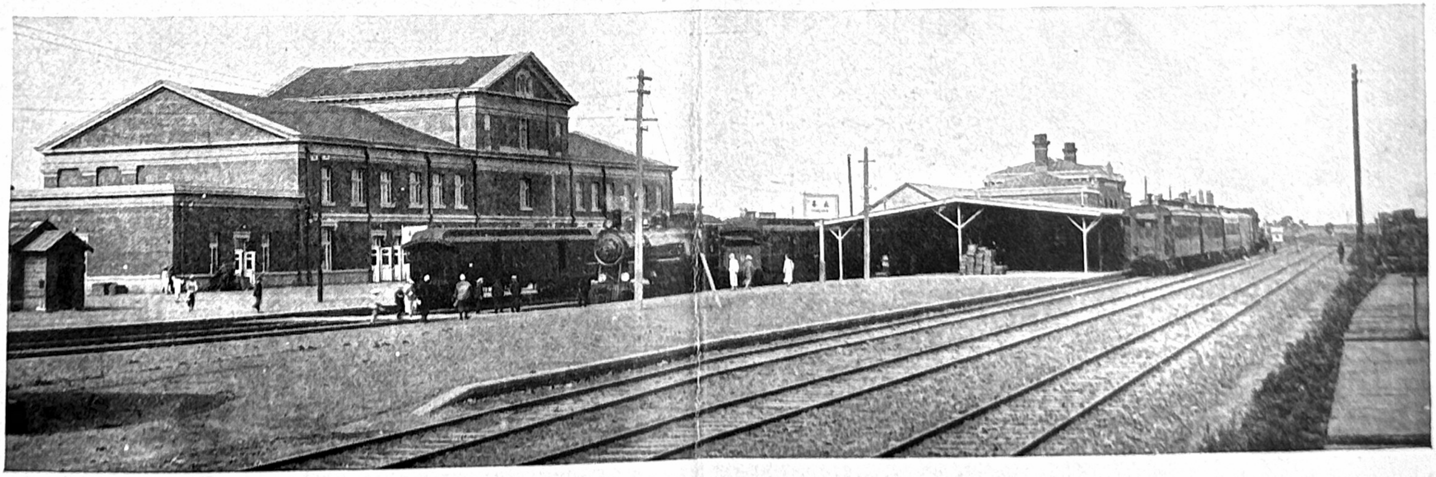
The railway that has undertaken all this boasts only 700 miles of tracks in operation—an enterprise of concentrated force and vision. In addition to the 700 miles, however, the Company has been entrusted with the management of the entire system of Government Railways in Chosen (Korea), and these railways have an aggregate length of about 1100 miles.

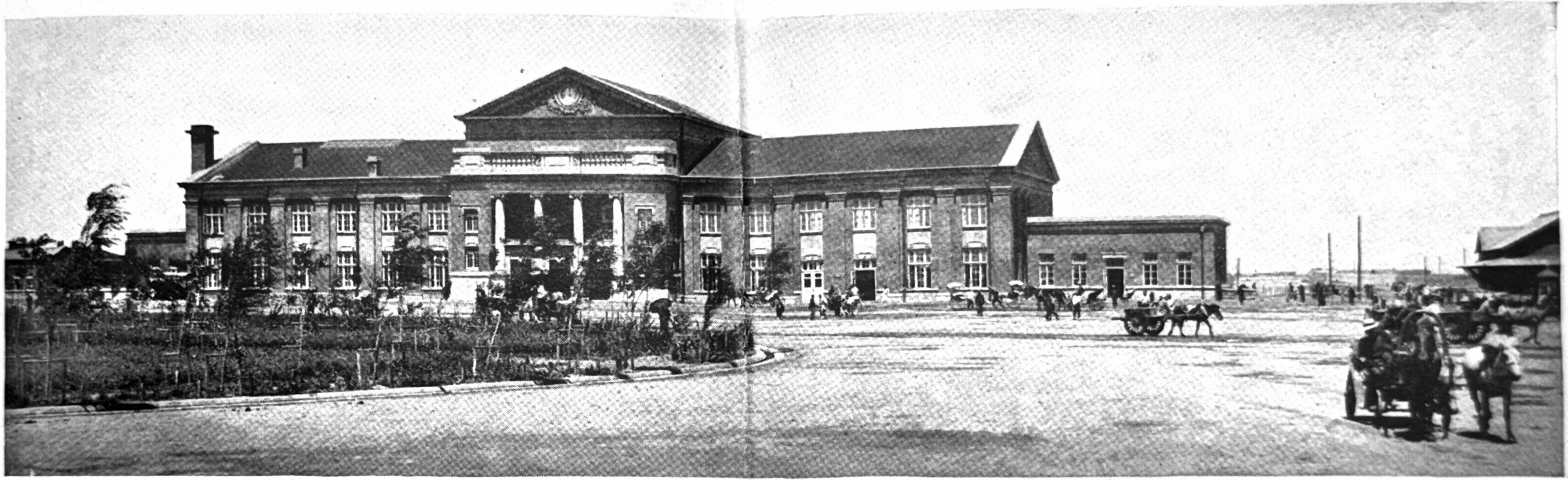
The SOUTH MANCHURIA RAILWAY, running through Manchuria and Chosen (Korea), is the only railway in the Orient which has an all-American equipment of locomotives, coaches and rails. In fact, while traveling, say, from Mukden to Changchun in a SOUTH MANCHURIA RAILWAY Pullman, one might, from the accustomedness of his travel comforts and the vision of wide, rolling, cultivated country stretching beyond the car windows, fancy he was riding through the Middle West of the United States.

* * *

Manchuria is so rich in forests that sometimes it is called *Wo-chi,* meaning forests. Clinging to the sides of many mountain slopes, and peeping out of quaint valleys where little waterfalls play, are century-old monasteries of many Oriental sects.

The railroad side of the Changchun Station. Here one makes connections with the Changchun-Kirin R. R. and with the Chinese Eastern R. R.





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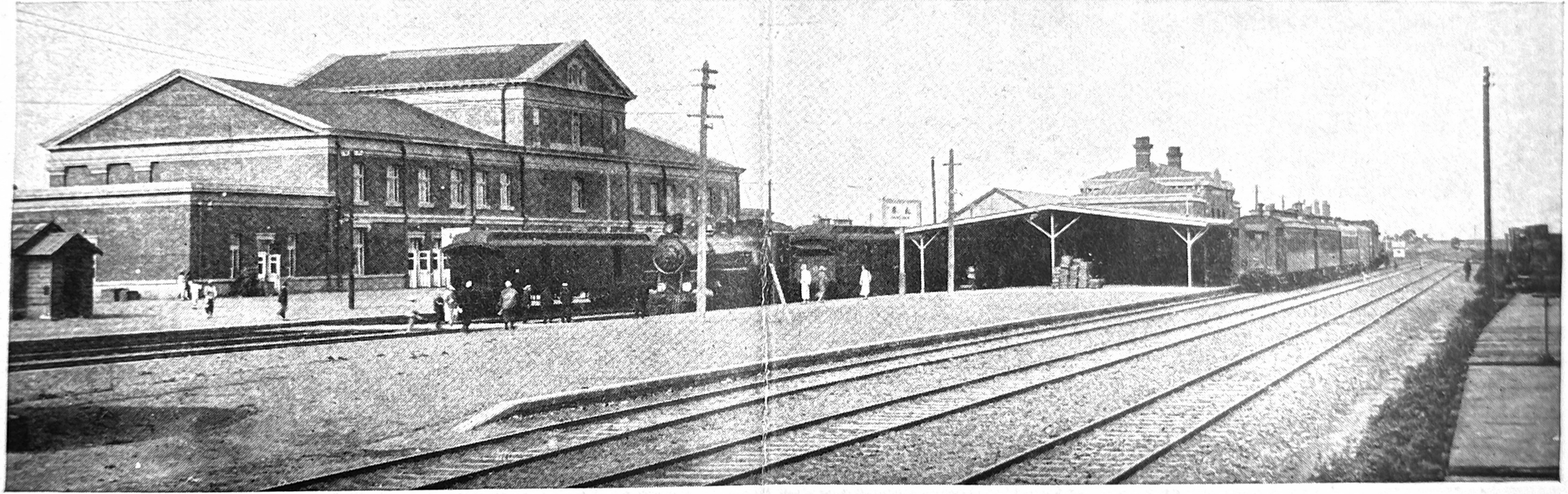


The S. M. R. Station at Mukden, capital of Manchuria. The second floor of this building is occupied as the Yamato Hotel

A New and Modern Railway in an Ancient Land

From Portsmouth, New Hampshire, to Manchuria, China, is a far cry, and yet in the matter of the SOUTH MANCHURIA RAILWAY there is an important and interesting association between these two places.

In September, 1905, the Peace Treaty was concluded between Japan and Russia at Portsmouth. This Treaty terminated the Russian-Japanese war. By this Treaty the Kwantung territory, which had been leased by China to Russia, was transferred to Japan, and the southern portion of a great railway running through Manchuria up as far as Changchun, and originally the property of Russia, was also transferred to Japan.

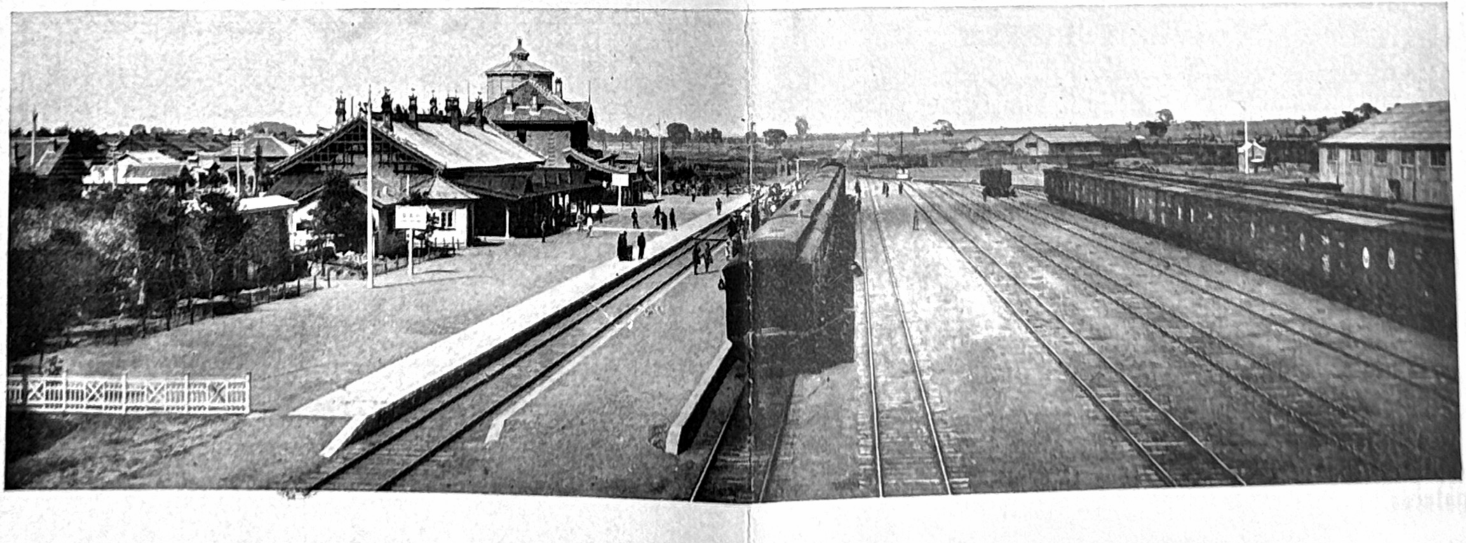
In 1906, by Imperial Ordinance, the SOUTH MANCHURIA RAILWAY COMPANY was founded, the Company taking over these railway lines and all the property, rights and privileges pertaining to it.

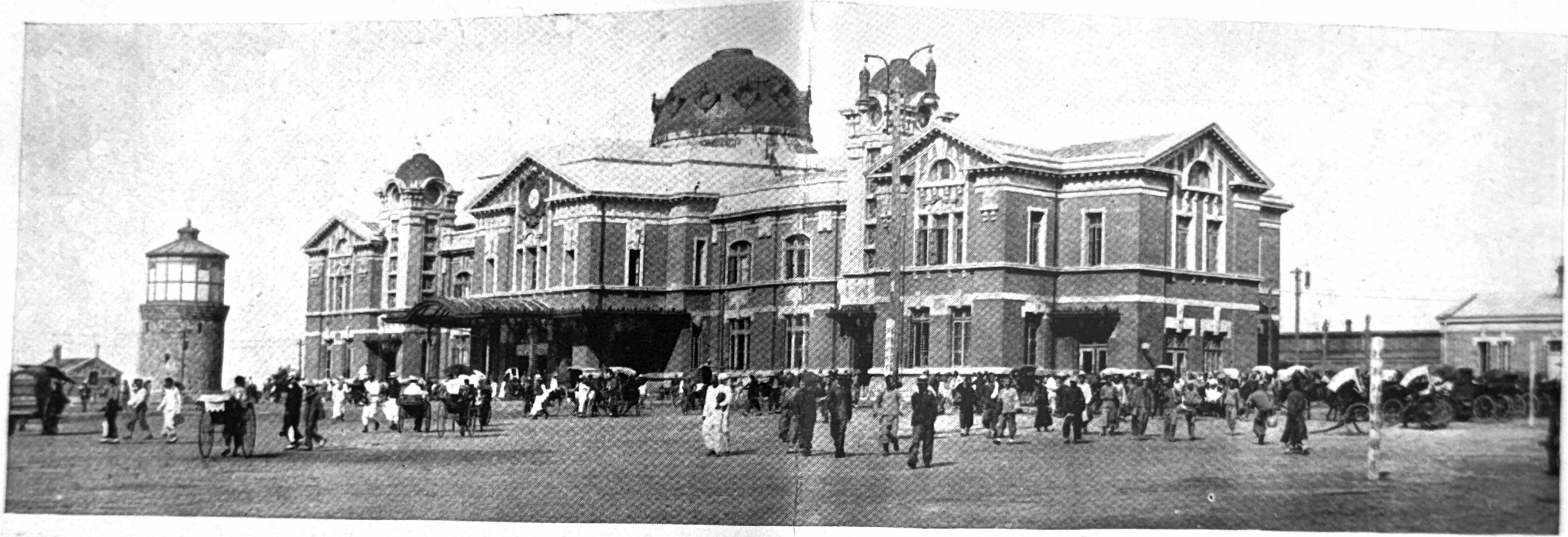
This, in a few words, covers the beginning of a momentous piece of development work; work destined to open up a rich and wonderful land hitherto looked upon by westerners as almost at the end of the world, but now made an interesting and easily accessible part of any trip to the Orient, and a dominating factor in industrial and commercial enterprises.

Manchuria is one of the most promising sections of China. Ninety-eight per cent of its population are Chinese who favor American products.

The SOUTH MANCHURIA RAILWAY COMPANY feels that its mission is one not only of transportation, but also of reconstruction and development. In this its policy is much the same as the American and Canadian transcontinental lines which have done so much to develop the West. To this end, the SOUTH

This spic-and-span S. M. R. Station is at Kung-chu-ling, an interesting town between Mukden and Changchun





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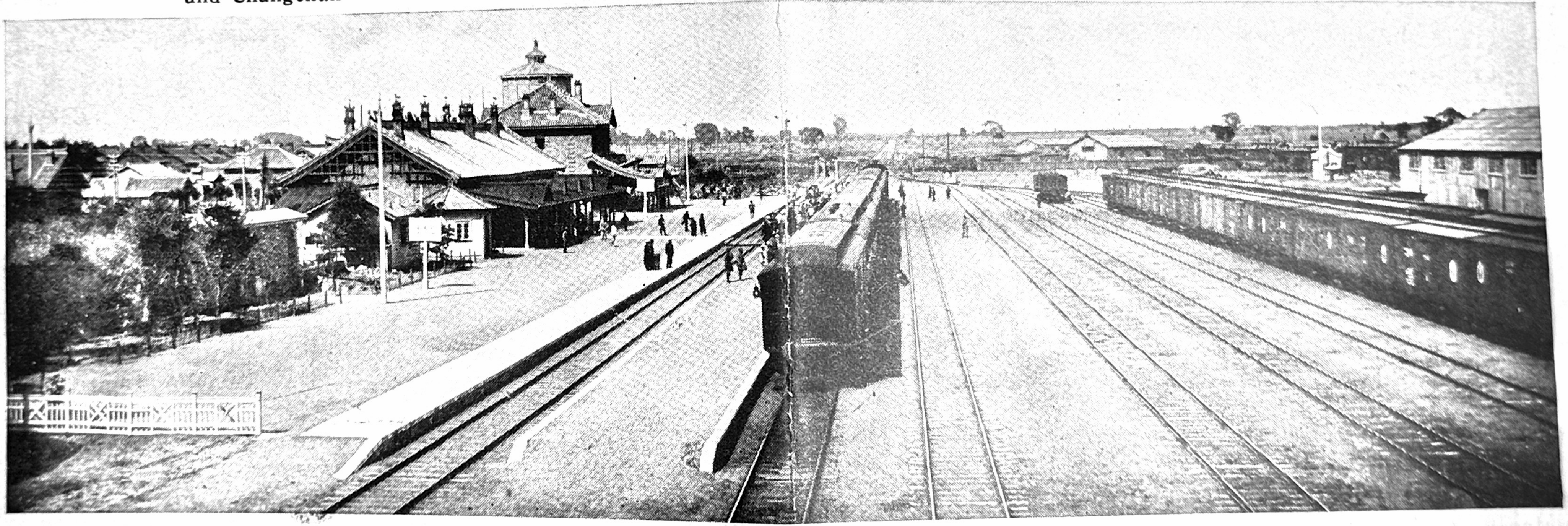
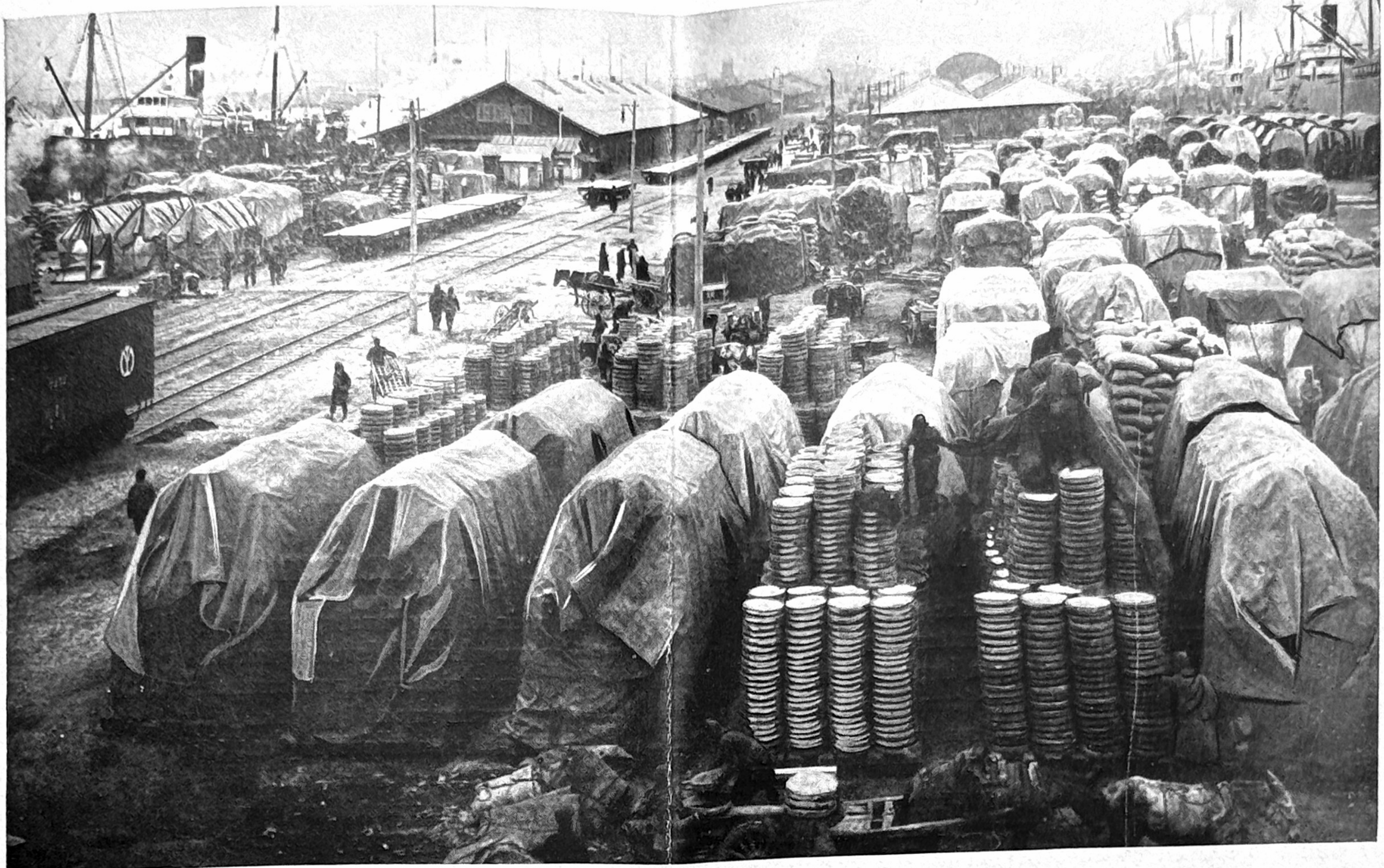




In 1908 an insignificant shipment of Soya beans left Dairen. To-day this is what we see!

Seoul and the Koreans

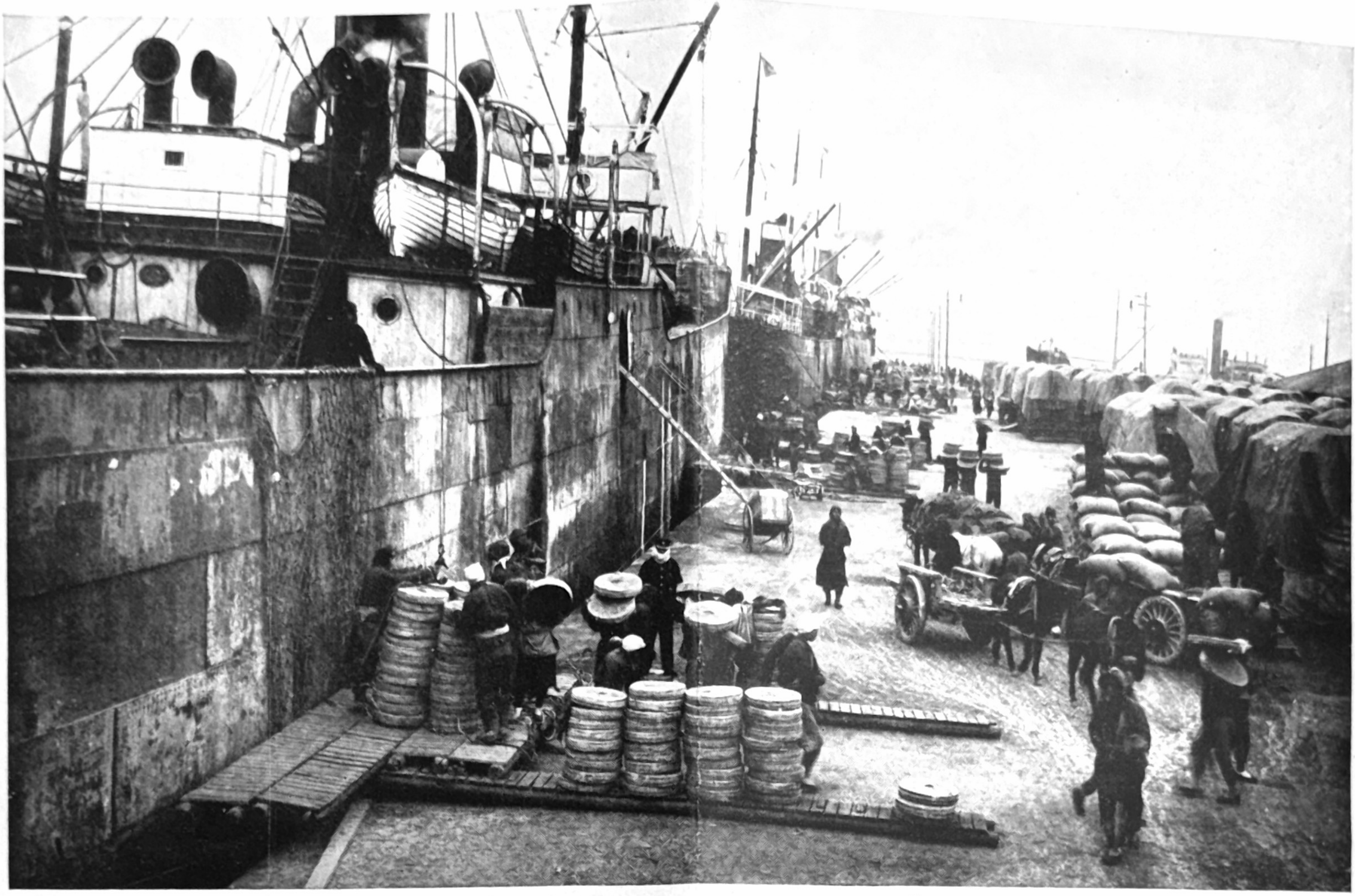
Almost every visitor to the Orient wishes to add a few days in Chosen (Korea), to his itinerary. Seoul, or Keijo, the capital of Chosen (Korea), is beyond doubt the most interesting point for tourists in the Chosen Peninsula.

Perhaps the first thing that will attract the tourist's eye will be the strange head-dress of the Koreans. Dressing in white, as almost all Koreans do, the men top off this costume with a close fitting cap. Over this they put on their characteristic hat which is somewhat like the European top hat, only the crown is smaller and the brim wider. This hat is usually made of horsehair and is generally lacquered black. This is tied under the Korean gentleman's chin by ribbons. Women, on the other hand, wear no hats at all.

Seoul is surrounded by a wall distinguished for its magnificent gateways, of which the Nan-Daimon is the most remarkable. Palaces dating back to the Middle Ages and still inhabited by princely families are points of great interest in the city. In fact these palaces, their extensive parks, the museums attached to some of them and the antiquities collected within them captivate the student of history and the lover of art. Old fortresses, monuments, tombs and groves are all there for the tourist to enjoy. Seoul has many excellent inns and hotels.

The South Manchuria Railway Company conducts a modern European hotel, the Chosen Hotel, in Seoul. It is possible at this hotel to obtain carriages or 'rikshas for sight-seeing; also information as to the principal points of interest.

Great stacks of Soya beans at Changchun awaiting shipment



Steamer loading bean-cakes at Dairen for export

SOYA BEANS
The Greatest Product of Manchuria

The Soya Bean is making Manchuria famous. All through this country one may see caravans slowly moving across the plains carrying the beans into town, the drivers filling the air with their wild shouts. At all the railway stations one can also see great quantities of beans in bags. These beans are used for the making of oil and for the manufacture of bean-cake which is used as fertilizer and cattle feed. Together these form the greatest industry of Manchuria. The natives use the bean and its by-products very extensively in their domestic life, but seventy per cent of the output of the bean industry is annually exported. In visiting any of the Manchurian cities, it is well not to miss seeing a native oil and bean-cake factory—yu-fang, as they are called. Dairen and Yingkou are the centers of the bean industry. At Dairen there are sixty yu-fang and in Yingkou twenty-one.

Through the system of mixed storage, the South Manchuria Railway Company has effected a great improvement in the handling of beans. When brought to the railway station the beans are examined and graded according to quality. A certificate issued to the depositor entitles him to draw from the mixed-storage depot at some other important town an equivalent amount of beans of the same quality. This new system saves transportation trouble and delay, and is of great value to both the shipper and the consignee. This is only one of the innumerable methods employed by this Railway to make it a part of the daily life of the people of southern Manchuria.

Changchun Station. Beans—as far as the eye can reach

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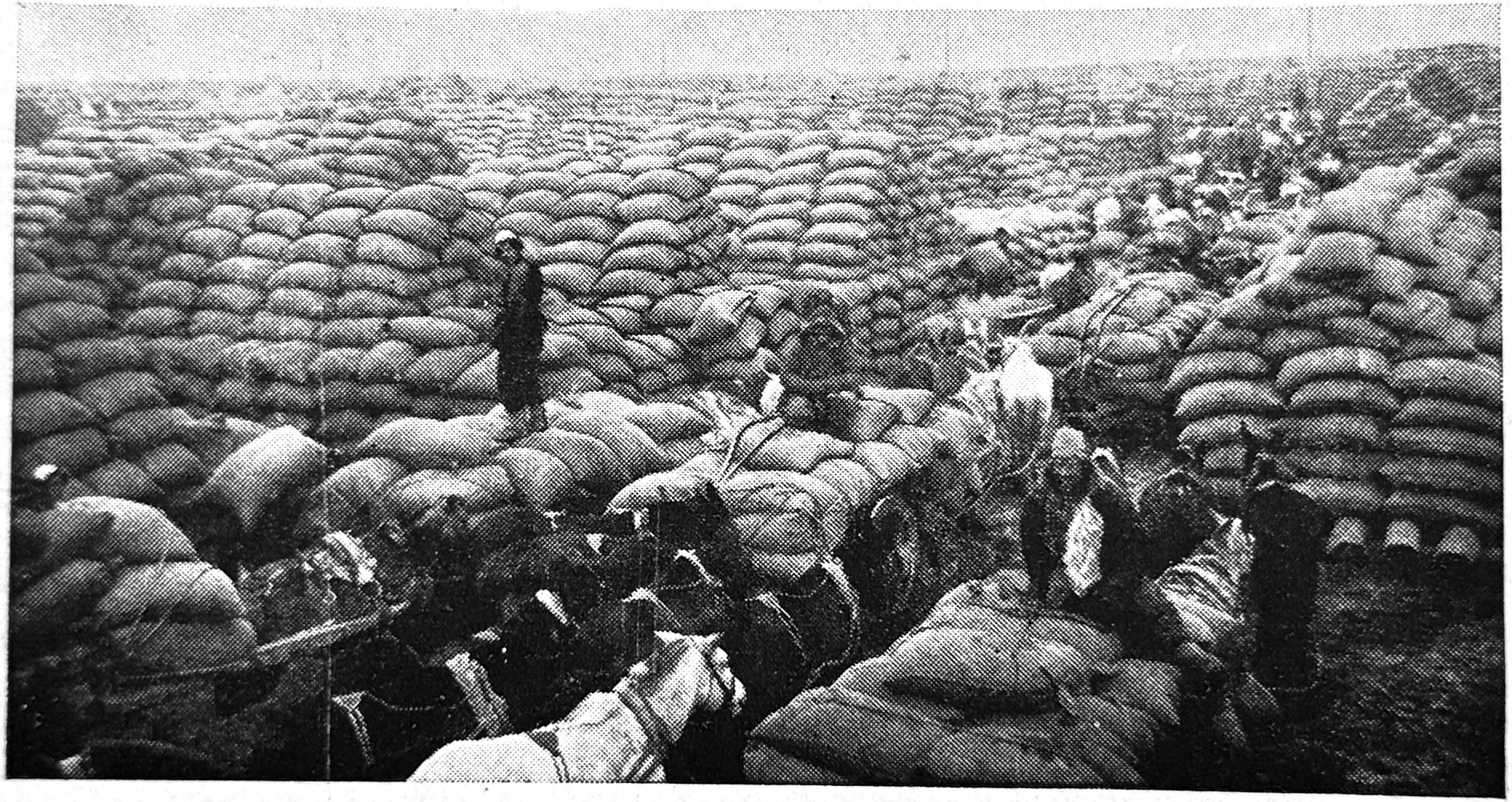


Great stacks of Soya beans at Changchun awaiting shipment

the SOUTH MANCHURIA RAILWAY was a brilliant engineering feat. This road affords the quickest route between Tokyo and Peking.

From Antung to Fusan the trip is particularly beautiful. Rivers and mountains and little valleys form an entrancing panorama.

Historic Port Arthur

Port Arthur has an historic interest to the traveler on account of the famous siege carried on there. The city is situated at the southern extremity of the Liaotung Peninsula, on a bay surrounded on three sides by hills, constituting a natural fortress. It consists of an old and a new quarter, the former a typical Chinese town, and the latter a beautiful city of wide boulevards and magnificent buildings, planned and started by the Russians. The siege of Port Arthur did much damage to the place. The old Chinese town bears its battle scars to this day.

On 203-Metre Hill, one of the highest hills surrounding the city, is the spot where the fate of Port Arthur was sealed after months of terrific fighting, culminating in a siege of nine days and nights for the mastery of this important city. Monuments to the Russian and Japanese heroes beautify the city and a memorial museum perpetuates this great page in history.

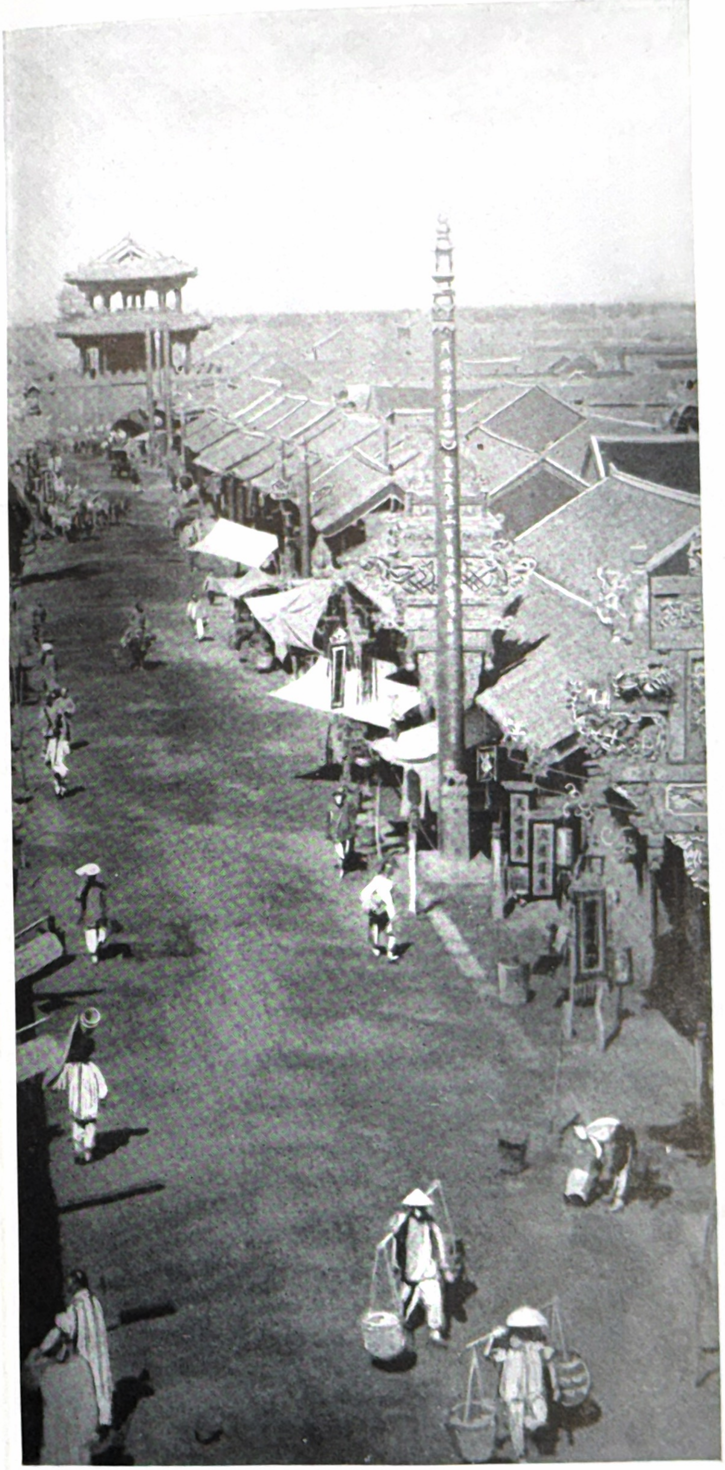
As an educational center, Port Arthur ranks first in Manchuria. Students from all over Manchuria and Japan attend the excellent schools and colleges here. The Government offices for the Leased Territory are situated at Port Arthur, adding to the importance of the seaport.

Port Arthur itself is a fascinating place to visit, combining as it does the Chinese splendor of the Old Quarter; the touch of Russian which naturally still adheres to the New Quarter of Port Arthur, and the modern note provided in the Japanese development.

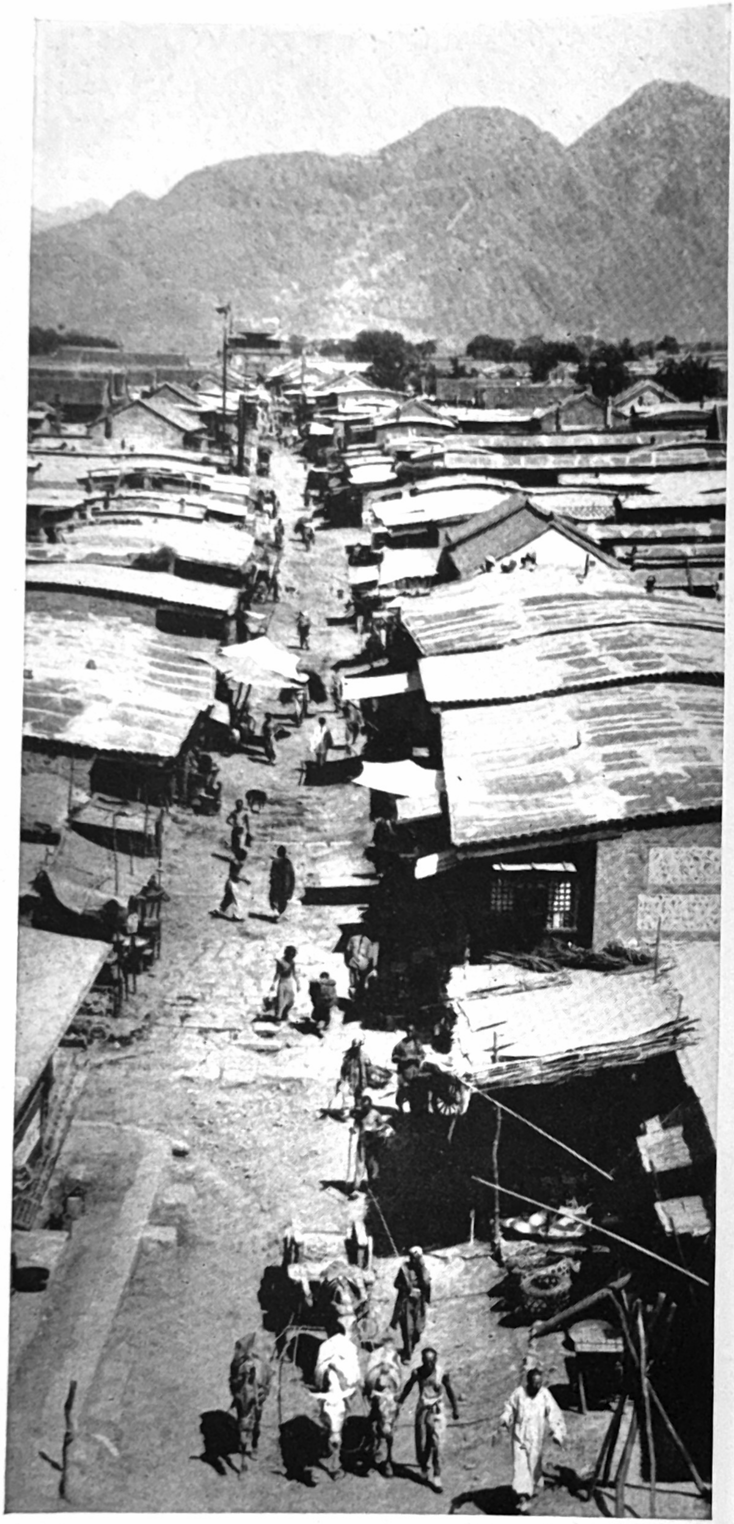
The distance from Dairen to Port Arthur is short—approximately one hour by rail; so that a fair visit to the city can be made in one day from Dairen.

Not far from Port Arthur is the charming watering place of Ogondai, which attracts visitors from all other parts of the East. Foreign officials and members of the foreign colonies at Shanghai, Peking and Hongkong find here relief from the heat of these cities.

The Yamato Hotel is the best hotel in Port Arthur, and all matters relative to a visit to this place may be entrusted to the manager of the Hotel, who will see to the arrangements for carriages, guides, luncheon, etc., etc.



Mukden. Looking east on the Ssu-Ping-Chieh toward the great Chung-lou, or Bell Tower



Multi-colored villages flash by the windows of the South Manchuria Railway trains

go by jinrikisha or by a bumpy Peking cart (foreigners are not advised to try these except out of curiosity). A short ride brings you to the ancient home of the Manchus.

A street in Mukden: Shouts and clatter mean that a caravan is passing through. It passes the old Palace of the Manchu Emperors. People swarm around. Behold the little street vendor who sells you kumquats, government officials in gorgeous embroideries, the popular actor from one of the Chinese theatres. A gorgeous official carriage, its guards mounted on little Mongol ponies, comes noisily along. Beneath a towered gateway, leading out through the great brick wall that surrounds the Old Town, you'll find, perhaps, a busy money-changer behind his tiny table. Oriental splendor and amazing picturesqueness crowd the hu-tung, or streets, of Mukden. In the surrounding forests stand the Imperial Mausoleums—spots of matchless beauty—Pei-ling, Tung-ling and Yung-ling. Temples and Lama towers show white through the trees. Yet—a step beyond the Small West Gate and into the waiting tramway, and you're whisked back again into the astonishingly modern part of Mukden which is under the administration of the South Manchuria Railway Company.

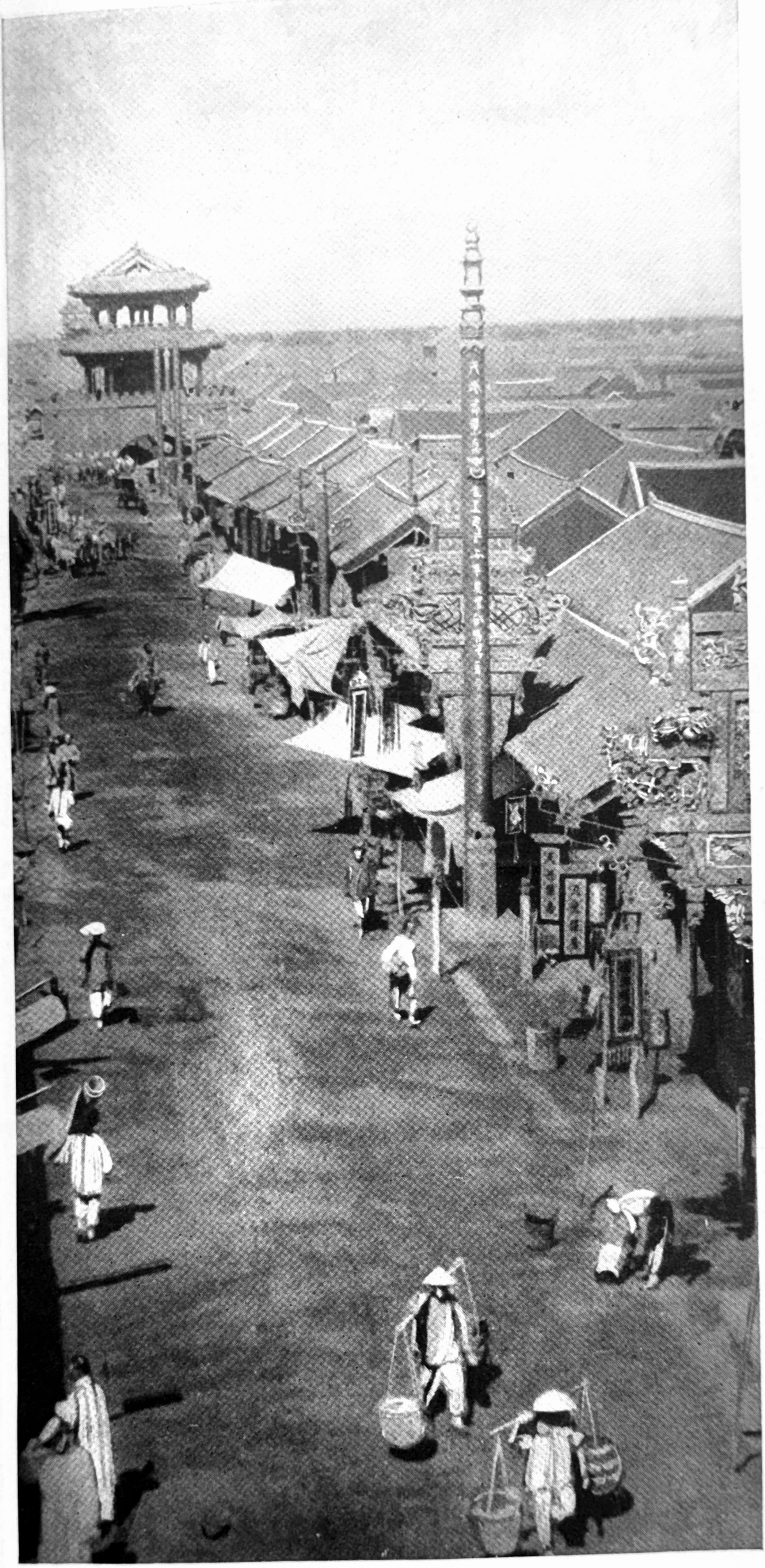
Antung and Its Caravans

Antung, on the Yalu River, was opened to trade in 1903 and has grown to such importance that Great Britain and the United States maintain consulates in the city. One part of Antung is a modern town with broad, bright streets, promisingly busy. The Japanese Municipality Office, a bank, a fascinating bazaar, many shops, a hospital, schools, etc., all contribute a throbbing new vein of life to the city.

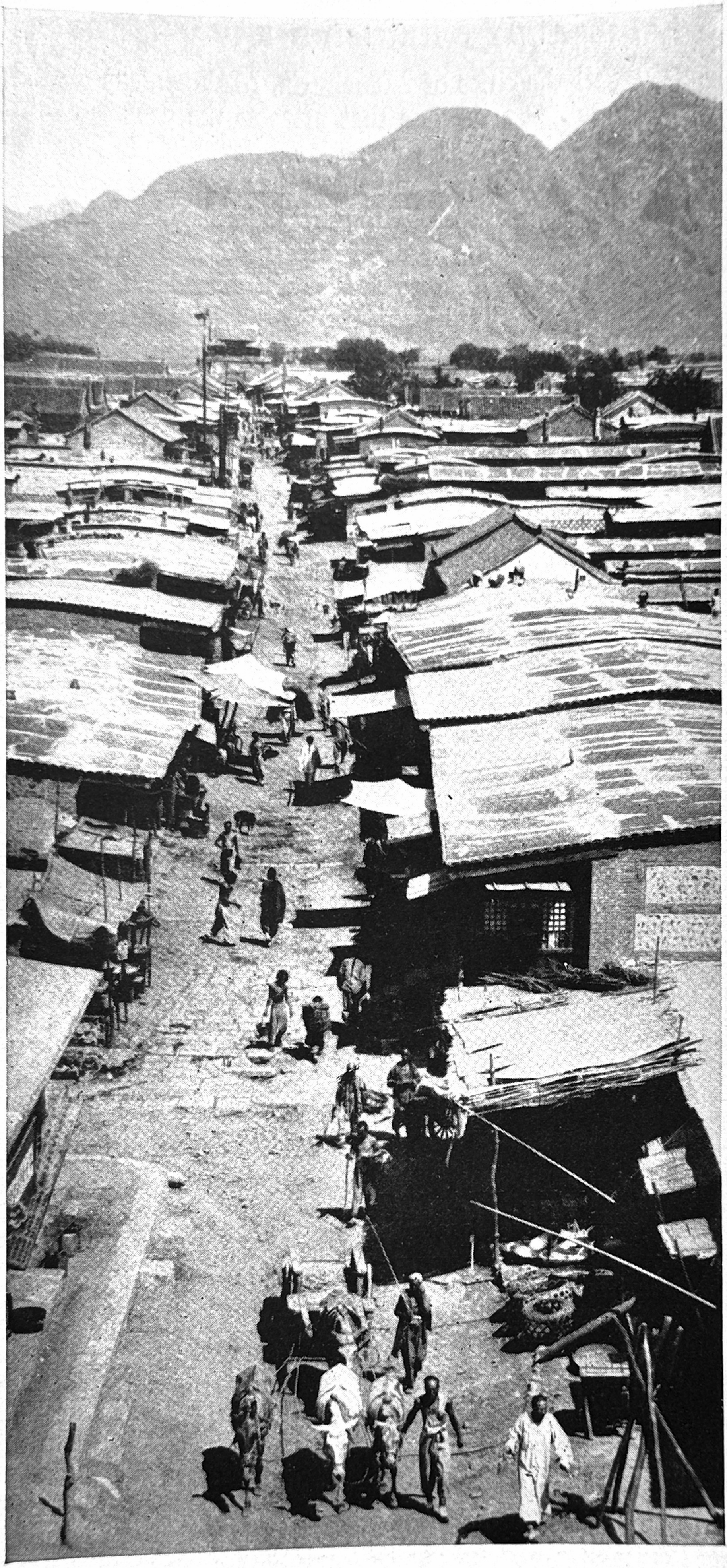
The Old Town or Sha-ho-chen, has, of course, an ancient charm and the individuality of all Chinese cities. It is a striking picture in Antung to see the river junks, or the horse and mule caravans, or the long lines of men a-foot, all bringing into town the tussah or wild silk-worm cocoons. All the neighboring regions produce these wild silk-worms. There is a modern filature in the New Town but in most of the silk-reeling houses one sees the ancient Chinese equipment still in use.

Most important of all is the great lumber trade of Antung. The dense forests back of the city are inexhaustible; the River Yalu teems with lumber-rafts and whole armies of coolies live in little houses which spring up mysteriously in the center of these rafts as they float down the river.

The construction of the Mukden-Antung line of



Mukden. Looking east on the Ssu-Ping-Chieh toward the great Chung-lou, or Bell Tower



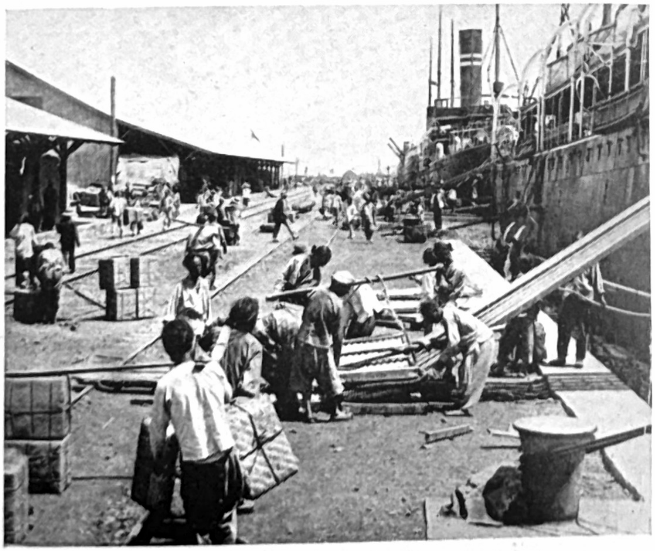
Multi-colored villages flash by the windows of the South Manchuria Railway trains

Newchwang. Bean-oil junks arriving from up the Liao-Ho

pine-covered slopes one sees the many-colored roofs of Lama Temples or Buddhist Monasteries, behind whose mystic doors wonderfully romantic history and traditions are hidden. The temple bells ring in Manchuria with the same old-time note that is heard throughout China proper.

The lover of the Orient, who plans to visit the Chinese Republic, centers his thoughts usually around Peking, Shanghai, Hongkong and other cities whose names are familiar to him from childhood. It is but a short journey from any of these places up into Manchuria—a country so old that it is new, a country whose wonderful history, amazing resources and rich Eastern beauty beckon to the traveler.

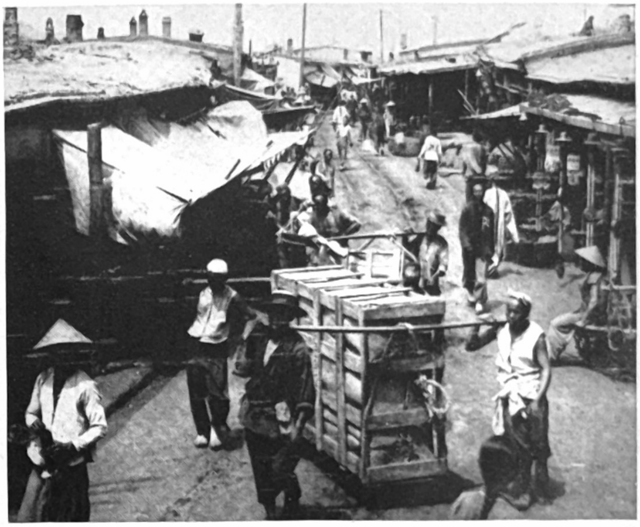
Almost all Manchurian exports are shipped from Dairen



Through Mukden's Busy Streets

Of all the cities of Manchuria, Mukden, the capital, is undoubtedly the one that attracts the greatest number of visitors. If you arrive after nightfall at the Mukden station you will think that a lantern festival is in progress. But these innumerable lanterns surrounding you each carry the name of some hotel and the lantern-bearer tries his best to induce the traveler to try the establishment that he represents. A little disappointed, you still admit that the lanterns do make a cheerful scene at the moment of stepping off the train into the birthplace of the Manchu Emperors.

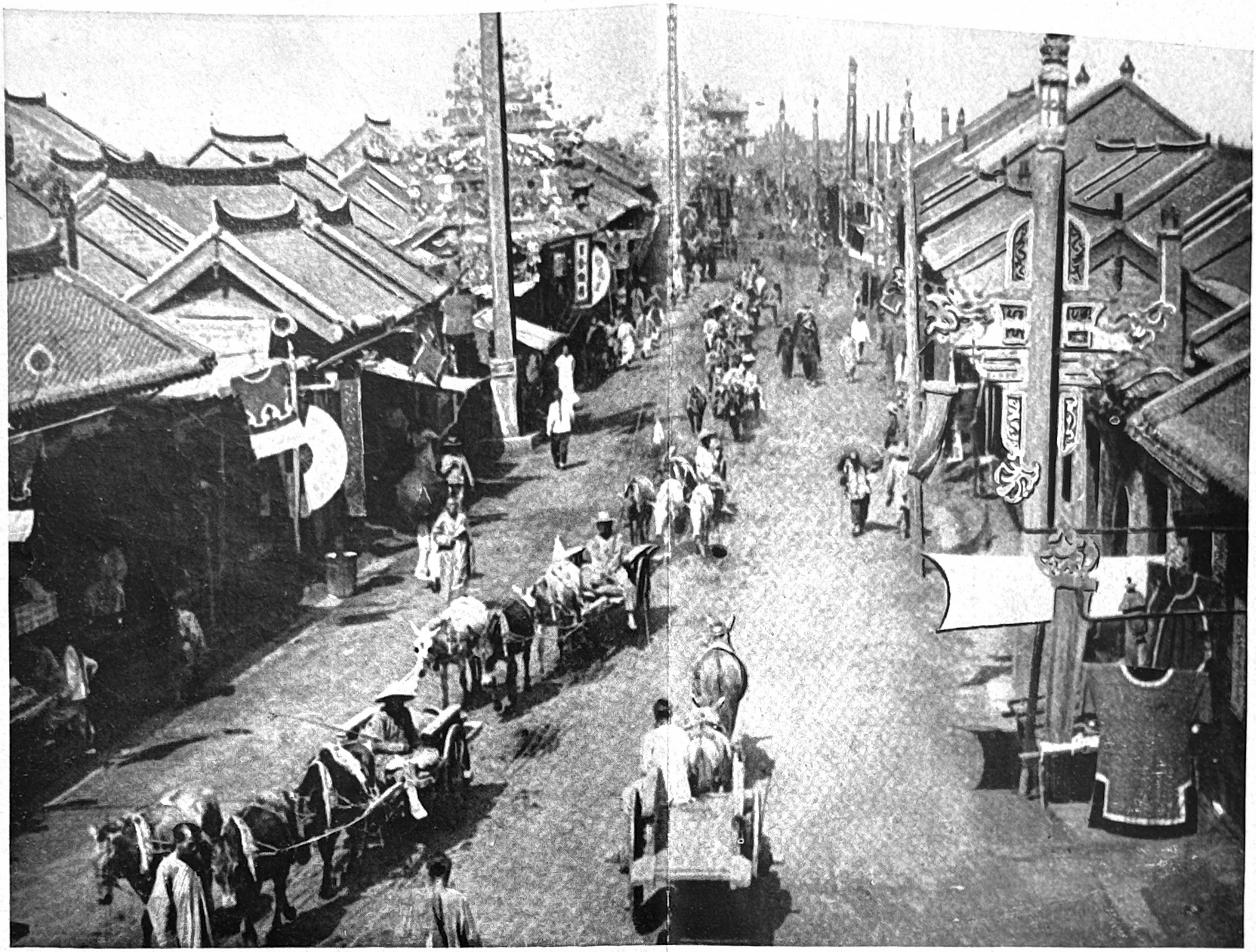
The Japanese settlement in the Railroad Zone is a surprising place of spacious avenues, modern buildings, enterprising shops, splendidly equipped schools and hospitals for both Chinese and Japanese, and every modern facility for illumination, hygiene, sanitation, industry and comfortable living.



Native freight-carriers trotting down a street in Newchwang

Part of the station building contains the modern and luxurious Yamato Hotel, under the management of the South Manchuria Railway Company. The rooms are furnished with much care as to beauty and restfulness, and many of them have a fine view of the new town from their wide windows. The cuisine is the best in South Manchuria. The Railroad Zone has a population of about 20,000 people, while the old walled city has 300,000.

Once established at the Yamato Hotel, and the sights of the Japanese settlement enjoyed, you may choose which way you will travel into the Old Town or Mukden proper. You may go by horse-tramway, or by European carriage or even by motor, or you may



Mukden's busy "Main Street" always presents a colorful moving-picture of Manchu caravans, busy merchants and native life

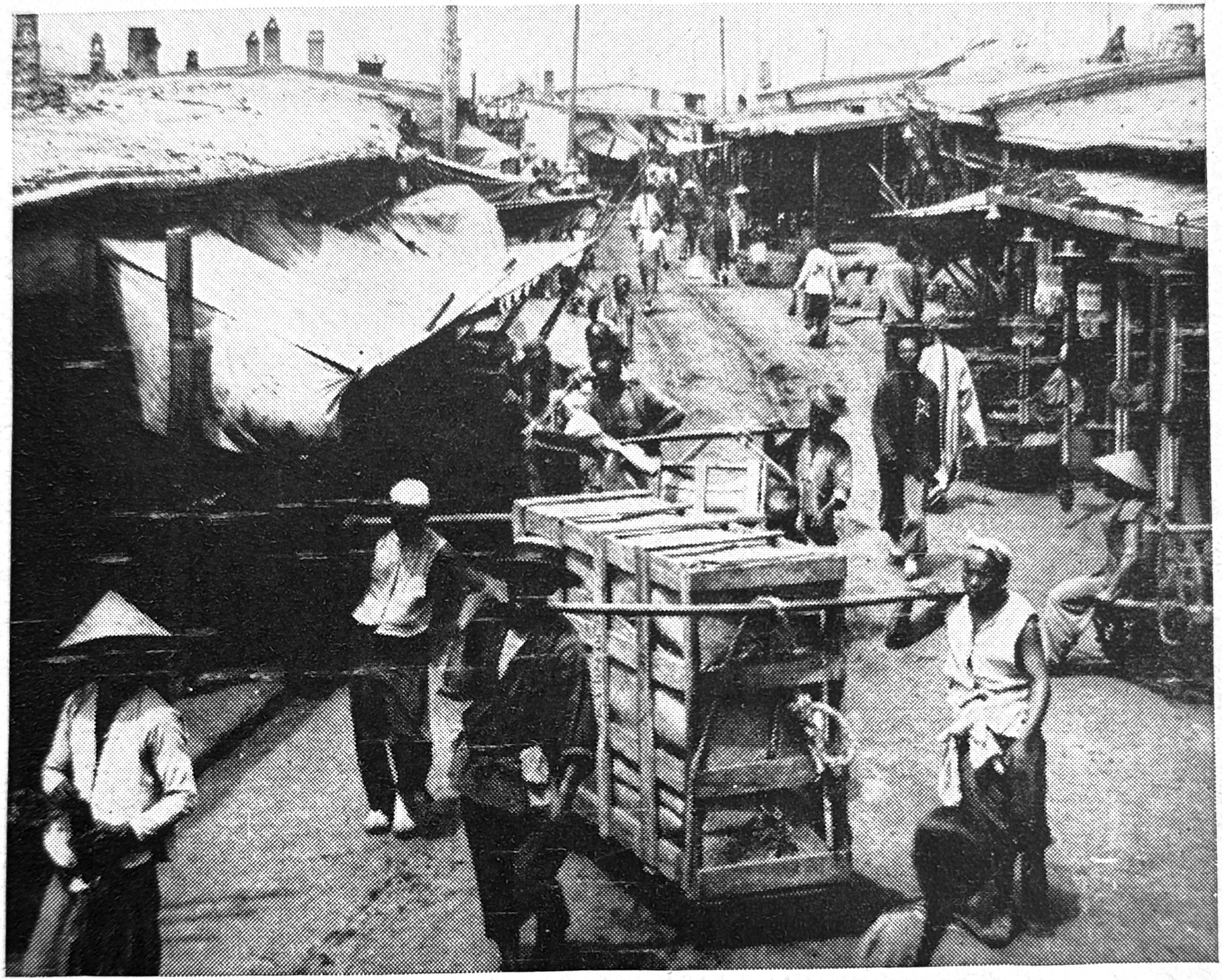
MANCHURIA—The Home of the Manchu Emperors

WHEN the Mongols rose in power (1260) under Genghis-Khan, Manchuria was absorbed in this great conqueror's empire and afterward formed part of the Chinese Empire under his successors. The recent and last dynasty in China (1644-1912), was a Manchu dynasty, and the old Palace of the Manchu Emperors in Mukden is a place of exquisite Oriental beauty.

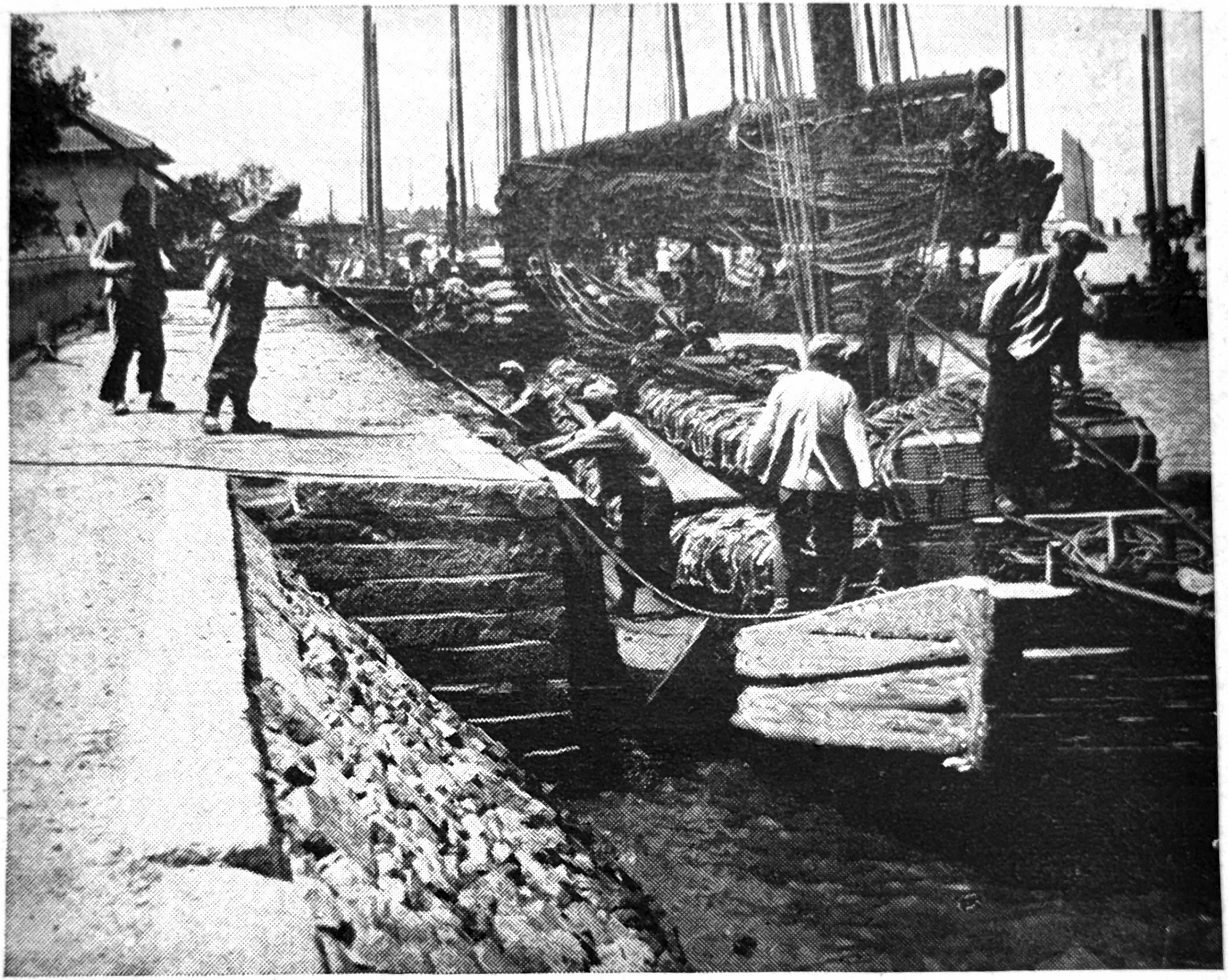
Manchuria comprises the three provinces of Fengtein, Kirin and Heilungchiang. It has an area of about 383,000 square miles and a population approximating 19,000,000. The four American Consular Offices are located at Dairen, Antung, Mukden and Harbin. Manchuria constitutes the northeast corner of China. Its frontiers touch Siberia and Chosen (Korea), and the southern part of this peninsula is washed by the waters of the Yellow Sea and the Gulf of Pechili.

Manchuria enjoys greater facilities of railway transportation than any other part of China, and the recent development, the agricultural, commercial, intellectual and tourist renaissance, of Manchuria, is linked inseparably with the growth of the SOUTH MANCHURIA RAILWAY COMPANY. Manchuria is situated within practically the same parallels of latitude as the northern half of the United States.

The Land of the Manchus is traversed from north to south by two large mountain ranges. Between these lie the most fertile lands of Manchuria. The mountains are rich in lumber and mines, and up the

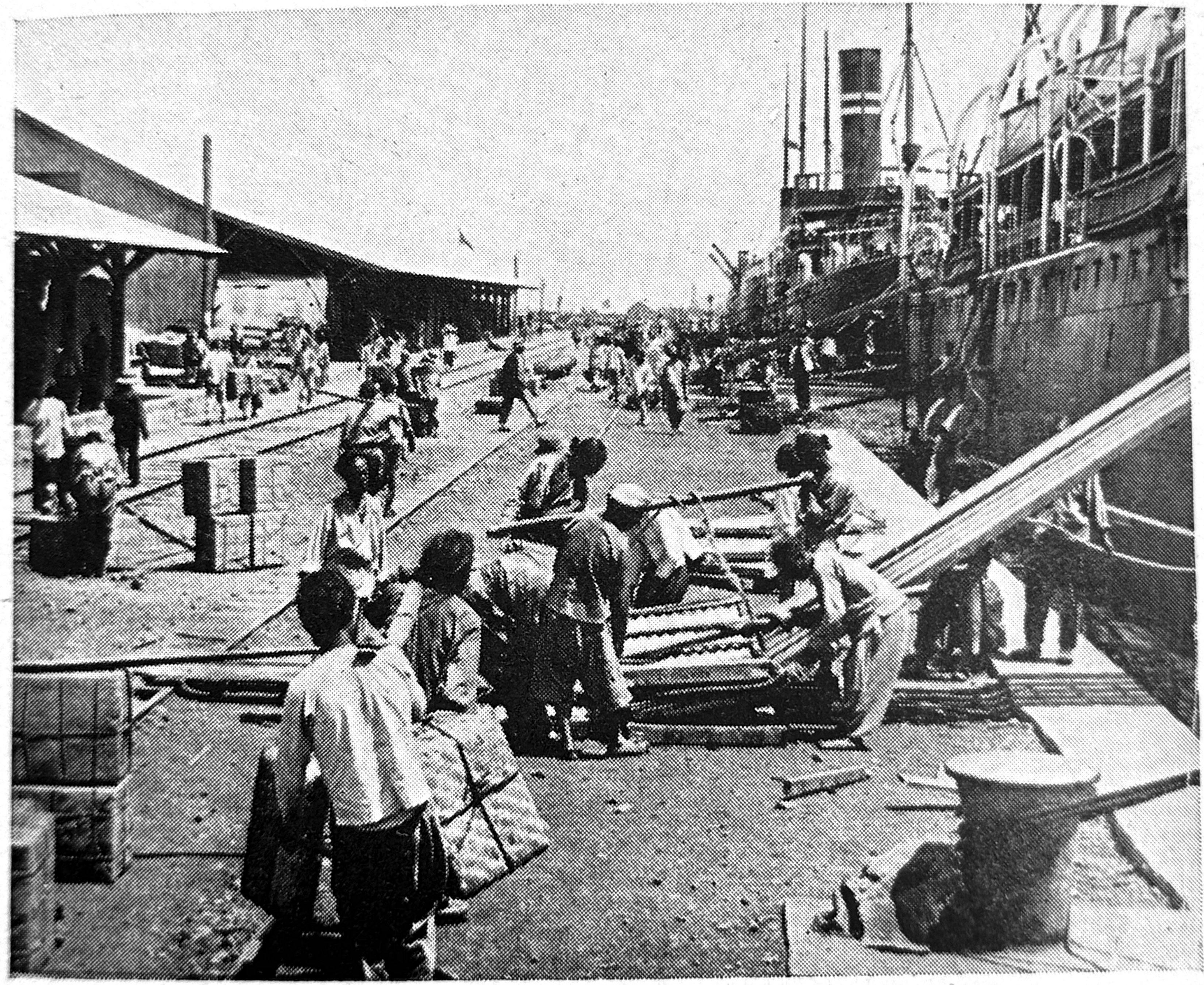


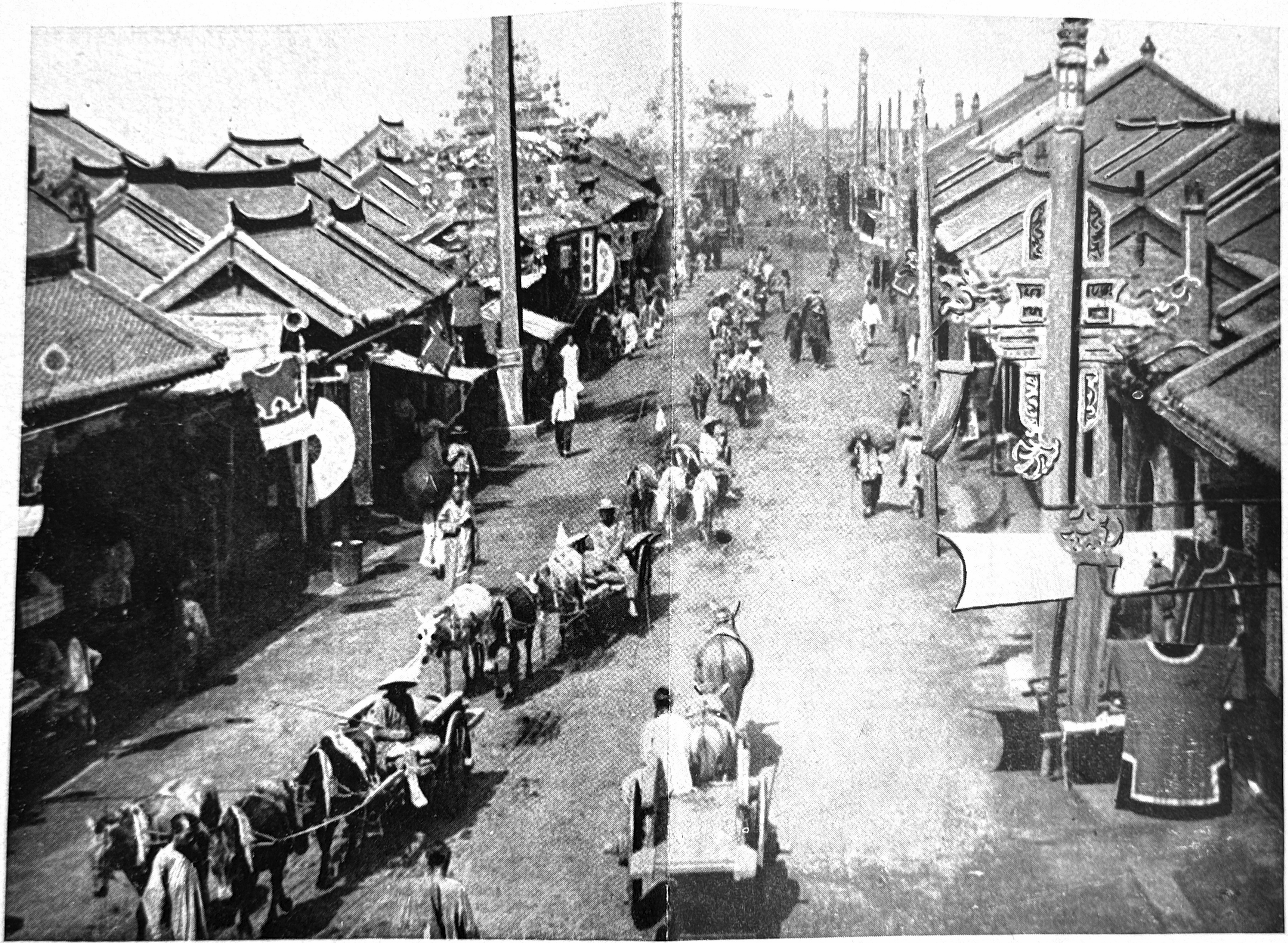
Native freight-carriers trotting down a street in Newchwang



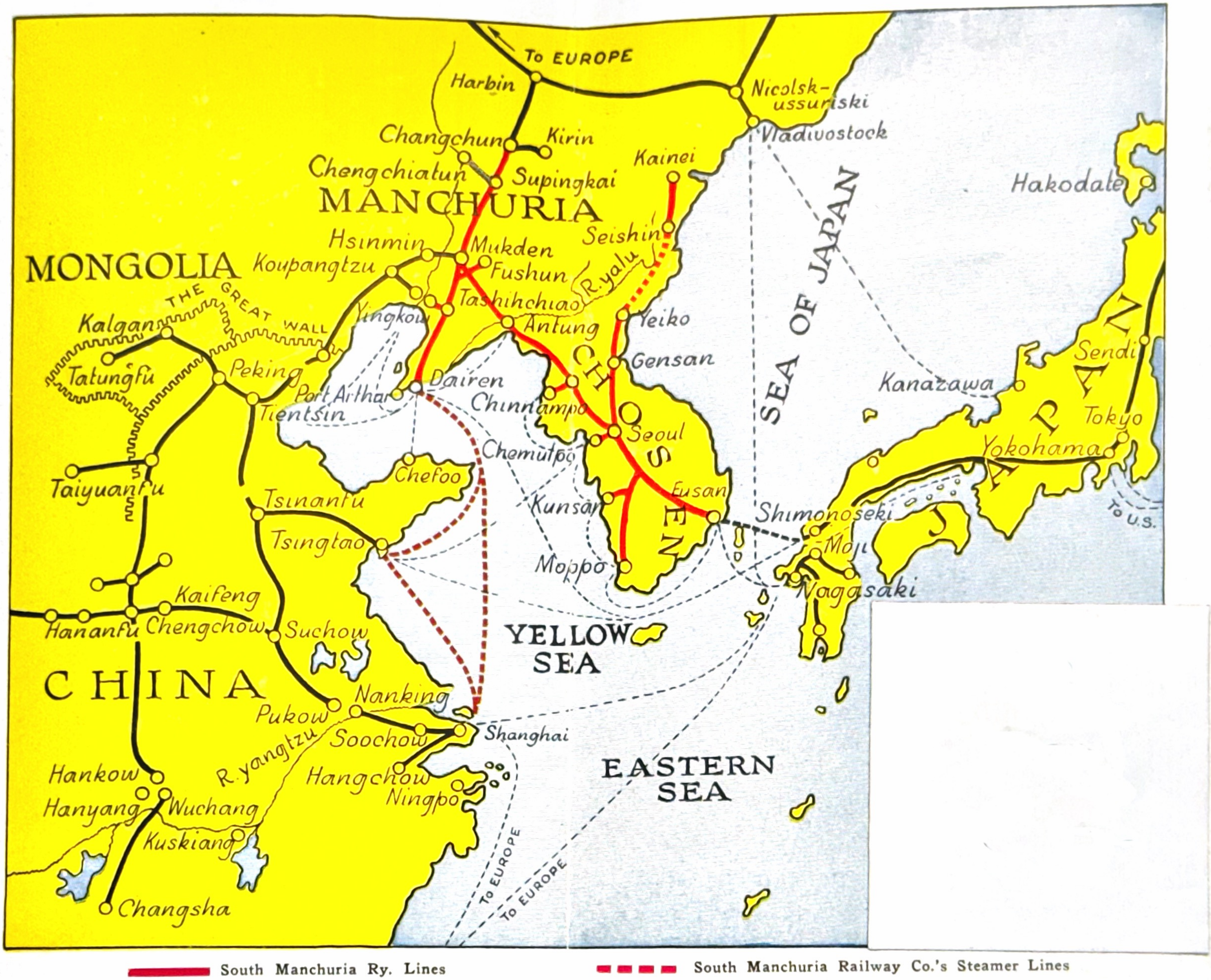
Newchwang. Bean-oil junks arriving from up the Liao-Ho

Almost all Manchurian exports are shipped from Dairen





Mukden's busy "Main Street" always presents a colorful moving-picture of Manchu caravans, busy merchants and native life amber of Commerce —


To EUROPE
Harbin
Nicolsk-ussuriski
Vladivostock
Changchun
Kirin
Kainei
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Supingkai
MANCHURIA
Hakodate
Seishin
MONGOLIA
Hsinmin
Mukden
Koupangtzu
Fushun
R. yalu
Tashihchiao
THE GREAT WALL
Yingkow
Yeiko
SEA OF JAPAN
Kalgan
Antung
CHOSEN
Sendai
Tatungfu
Gensan
Peking
Dairen
Port Arthur
Kanazawa
Tientsin
Chinnampo
Seoul
Tokyo
Chemulpo
Yokohama
JAPAN
Taiyuanfu
Chefoo
Fusan
Tsinanfu
Kunsan
Shimonoseki
To U.S.
Tsingtao
Moji
Moppo
Nagasaki
Kaifeng
Hananfu
Chengchow
Suchow
YELLOW SEA
CHINA
Nanking
Pukow
Soochow
Shanghai
R. yangtzu
EASTERN SEA
Hankow
Hangchow
Ningpo
Hanyang
Wuchang
Kuskiang
To EUROPE
To EUROPE
Changsha
▬ South Manchuria Ry. Lines
▬ ▬ ▬ South Manchuria Railway Co.'s Steamer Lines

South Manchuria Railway Co.'s Train and Steamer Connections in the Far East

Once upon a time these three eastern provinces constituting Manchuria and forming part of China, seemed merely a fabled, mysterious, wonderful land, but too remote for the traveler to make a part of his Oriental journey.

Now, via the SOUTH MANCHURIA RAILWAY, this ancient home of the Manchu Emperors may be made a most interesting addition to a trip in the Enchanted East.

You may travel by luxurious steamers from Japan to Manchuria (Shimonoseki to Dairen), thence north via the SOUTH MANCHURIA RAILWAY, or you may go straight from Shanghai or Peking by splendid railway connections with the SOUTH MANCHURIA RAILWAY at Mukden.

A delightful sea trip may be made between Shanghai and Dairen, the southern terminus of the SOUTH MANCHURIA RAILWAY.

From Manchuria, a short journey, also by means of the luxurious trains of this Company, brings you to Chosen (Korea), that ancient and enthralling country once known as the Land of the Three Kingdoms.

Head Office: Dairen, Manchuria **SOUTH MANCHURIA RAILWAY CO.** **Branch Office: Tokyo, Japan**
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